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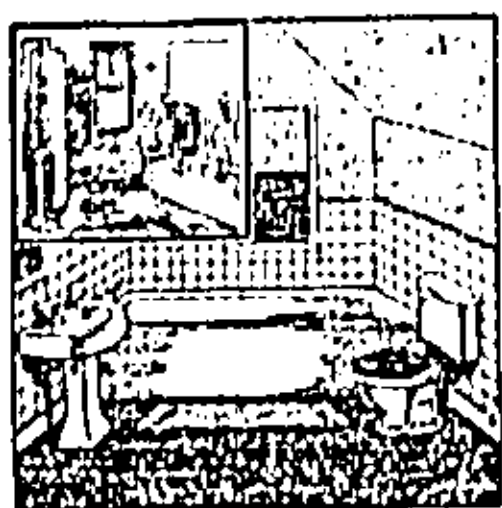
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## HOME SPORT

### FOOTBALL

Clapton's New Ground.  
Clapton Orient are stated to have approached the Football League for permission to move from Clapton Stadium to the Lea Bridge Speedway Ground.

The new ground, which is only half a mile away from the present enclosure, is capable of considerable development, and would be much cheaper, in rent and rates, than the Clapton Stadium.

Nothing definite has yet been done, though the Football League is said to have offered no objection to the suggested change. Negotiations have not yet passed the preliminary stage.

\* \* \*

### Amateur Turns Professional.

The Chelsea Football Club announce that G. R. Mills, their amateur centre forward, has signed on as a professional.

Mills made a name with Bromley, the Athenian League club, and in recent months has been playing more or less regularly for Chelsea.

He first appeared for Chelsea in a reserves match against Charlton Athletic on December 7 last, when, scoring two goals, he so favourably impressed the directors that a place was found for him in the first team a fortnight later.

In this match, against Preston North End at Stamford Bridge, Mills showed fine form, and scored two of the five goals by which Chelsea won.

Mills has obtained five goals for Chelsea in first team matches.

### RUGBY FOOTBALL

#### Famous Sprinter Home.

I learn on good authority that Eric Liddell, the famous sprinter and Scottish Rugby footballer, is on his way home—having obtained a year's leave from his duties as a missionary in China and will arrive in Scotland before the end of the month, writes C. W. Packford in Sporting Life. Is it possible that we shall again see him in the Scottish fifteen before the end of the season?

The fact that he last played in 1923 would, with the majority of players, make such an interesting happening rather a remote possibility, but Liddell is an exceptional man in the matter of fitness—as he proved by recently defeating Dr. Otto Peltzer in a 400 metres race—and if he cares to

make a dramatic return to the game he would almost inevitably be selected. And what a three-quarter line Scotland would then have—Ian Smith, G. P. S. Macpherson, W. M. Simmers, and Eric Liddell! With all these at the top of their form it would be one of the greatest attacking forces the game has seen.

I have often heard it suggested that Liddell is the fastest player who has played in either code of football. If we regard his speed from the track point of view he probably is, but there have been several great players who, on the field of play, would at least compare very favourably with him in this respect.

Quite casually, I can recall men of real speed who have taken a prominent part in each game. In "Rugger," I remember J. G. Will, W. A. Stewart, Kenneth McLeod, of Scotland, and A. E. Hind, of England, while in "Soccer" there have been C. B. Fry, of Oxford and the Corinthians, and James Cowan and Charles Atherton, of Aston Villa—and much could be written about these "wonder" men. Take Hind, for instance. He played for Cambridge University in 1900, and on going down assailed Leicester so successfully that he was included in the England team that met the All Blacks in 1905. Hind was also an athletic Blue, and I believe he was the first man to be credited with beating "evens" for the spirit at Penner's. As far as I can remember, he was once "clocked" to do 9.9-10sec.

\* \* \*

#### Manchester Win at Blackheath.

In twelve hours Manchester's first Rugby team travelled about 40 miles, and at the half-way stage of their journey they appeared on the Rectory Field at Blackheath, and beat the home club by three placed goals and a dropped goal to three placed goals. The merit of the performance must not be decided because Blackheath had also a match at Oxford: the home team was undoubtedly chosen to beat the "men from the country," and not merely to have a good game with them. It was an interesting match to watch, and the Manchester men enjoyed themselves thoroughly, and gave pleasure to numerous old Lancastrians now living in London who took the opportunity of having a short "chin-wag" with former colleagues or opponents. Amongst these was A. L. Gracie, the former Scottish international, to whom was handed a handsome Manchester club cap from a few friends as a token of their appreciation of his work on the Kersal ground. And among those who wished to see Blackheath win was one who played for them against Manchester in 1880. One felt sorry at the end that the old gentleman's wish was not gratified, but he had the satisfaction all sportsmen have in seeing the spoils fall to the deserving.

### GOLF

#### Steel-Shafted Golf Clubs.

That the steel-shafted golf club has come to stay was the opinion expressed to me with conviction by James Braid, the veteran professional, when I saw him at Walton Heath, writes a contributor to the London Daily Telegraph, who adds:

I had visited his shop with the object of ordering a complete new set of clubs, to replace a set of old favourites which were stolen out of my motor-car by some wretched fellow a week or two ago.

Braid was not prepared to advise me as to whether my clubs should be made with steel, or hickory shafts, for as yet he has not given the new shafts a thorough trial, though he proposes to do so in the near future.

He has, however, supplemented his stock of clubs with a large selection of the steel-shafted variety, being sufficiently shrewd to have observed that this is no mere passing craze.

He lent me a couple of the clubs to try, and I confess I liked them, though it appeared to me that the sense of touch with the steel-shafted iron club is quite different from its hickory-shafted counterpart.

### YACHTING

#### Shamrock v.s. Rivals.

The following boats will defend the America's Cup against Sir Thomas Lipton's Shamrock V., it was announced at a meeting of the Royal Ulster Yacht Club at Bangor, Ireland:

Whirlwind (L. K. Thorne), Yankee (Payne Lawrence Syndicate), Weekmore (Morgan Nicholls Syndicate), and Enterprise (Vanderbilt Alderick Syndicate). Sir Thomas Lipton was elected Rear-Commander, R.U.Y.C.

\* \* \*

#### The King's Racing Cutter.

The official announcement from Buckingham Palace that the King's racing cutter Britannia is to be put into commission again this year may be interpreted as meaning that if the state of the King's health continues to improve, he will take his usual yachting holiday during "the week" at Cowes at the beginning of August. There is, however, no likelihood that His Majesty will be on board the Britannia during the trials which she is to sail, at a date so far unfixed, with Sir Thomas Lipton's yacht Shamrock, with which Sir Thomas will attempt later to regain the America Cup for Great Britain.

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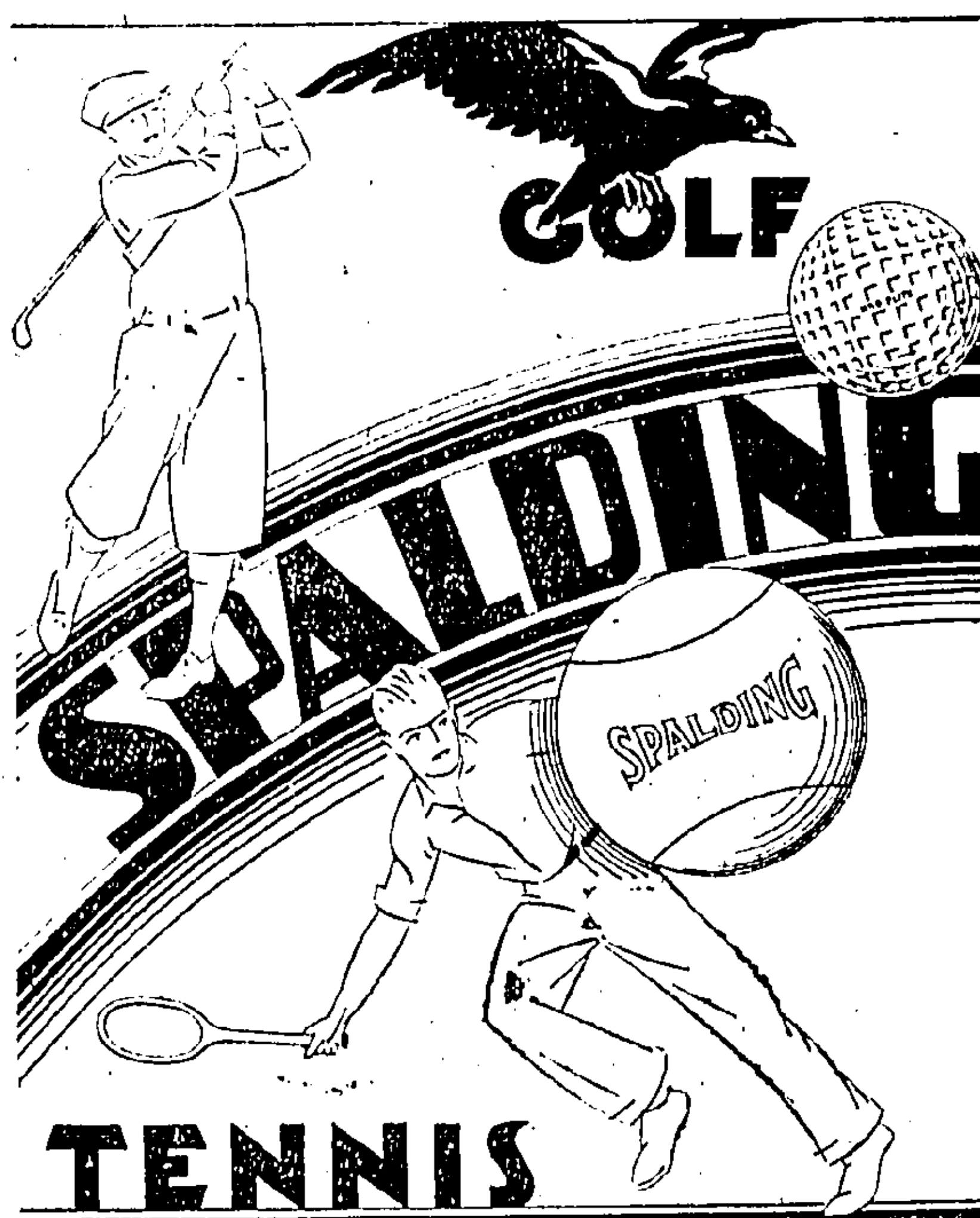


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## SOMERSETS WIN THE SENIOR SHIELD.

Victory After Extra Time.

## CHINESE "B" &amp; EASTERN TO RE-PLAY.

Navy Juniors Reach The Century.

In the Senior Shield Final two goals were shared by the Somersets and the Navy after ninety minutes' play, the sharpshooters being Gray and Farley. Extra time of ten minutes each way was then played, during which Farley gave the Somersets the victory. These eleven gave a thrilling display worthy of the Colony's Blue Riband, the soldiers being good winners of a dour struggle.

Chinese "B" and Eastern could not settle the Junior Shield Final even after extra time. It is understood that the battle will be fought over again next Saturday.

By their three goals to one victory over Kowloon the Athletic displace the Navy at the head of the Senior League Table on goal average, and must now defeat the Somersets to carry off the Senior Trophy.

The Second Division games produced three draws, the Club v. Kowloon and S. China "A" v. Ewo being goalless ones with St. Joseph's and the R.A. sharing two goals. The Somersets were too good for the University and have jumped two places in the table. The Navy pleased their supporters by recording their "century" in registering six against Chinese "B" without response. With three more successes, their goal average will stand them in good stead.

## RESULTS AT A GLANCE

## Shield Finals

| SENIOR.               |                     |
|-----------------------|---------------------|
| Somersets .....       | 2 Royal Navy .....  |
| After extra time.     |                     |
| JUNIOR.               |                     |
| Chinese "B" .....     | 1 Eastern .....     |
| After extra time.     |                     |
| DIVISION I.           |                     |
| Athletic .....        | 3 Kowloon .....     |
| DIVISION II.          |                     |
| Club .....            | 0 Kowloon .....     |
| Somersets .....       | 4 University .....  |
| South China "A" ..... | 0 Ewo .....         |
| St. Joseph's .....    | 1 R.A. .....        |
| Royal Navy .....      | 6 Chinese "B" ..... |

## LEAGUE TABLES TO DATE

| Division I.  |    |    |    |      | Division II. |    |    |    |      |
|--------------|----|----|----|------|--------------|----|----|----|------|
| P.           | W. | D. | L. | Pts. | P.           | W. | D. | L. | Pts. |
| Athletic     | 19 | 13 | 3  | 41   | 19           | 23 | 2  | 3  | 113  |
| Royal Navy   | 10 | 12 | 5  | 23   | 30           | 22 | 30 | 3  | 6    |
| K.O.S.B.     | 20 | 11 | 2  | 3    | 45           | 21 | 28 | 2  | 4    |
| Somersets    | 17 | 11 | 2  | 4    | 40           | 13 | 24 | 2  | 6    |
| South China  | 17 | 8  | 4  | 5    | 26           | 13 | 20 | 21 | 8    |
| R.A.         | 20 | 9  | 2  | 9    | 31           | 33 | 20 | 2  | 9    |
| Kowloon      | 14 | 3  | 9  | 33   | 31           | 13 | 15 | 3  | 9    |
| Club         | 17 | 3  | 5  | 9    | 31           | 34 | 11 | 3  | 13   |
| Recreo       | 10 | 4  | 2  | 10   | 19           | 11 | 10 | 2  | 16   |
| St. Joseph's | 20 | 4  | 2  | 14   | 18           | 59 | 10 | 2  | 15   |
| Police       | 13 | 2  | 2  | 13   | 20           | 50 | 6  | 4  | 18   |

| Division I.  |    |    |    |      | Division II. |    |    |    |      |
|--------------|----|----|----|------|--------------|----|----|----|------|
| P.           | W. | D. | L. | Pts. | P.           | W. | D. | L. | Pts. |
| K.O.S.B.     | 20 | 11 | 2  | 3    | 45           | 21 | 28 | 2  | 4    |
| Royal Navy   | 25 | 19 | 4  | 2    | 100          | 13 | 24 | 2  | 6    |
| Somersets    | 26 | 17 | 3  | 6    | 73           | 29 | 3  | 3  | 29   |
| S. China "A" | 17 | 2  | 4  | 0    | 9            | 3  | 2  | 1  | 1    |
| Chinese "A"  | 21 | 17 | 2  | 4    | 49           | 3  | 2  | 1  | 1    |
| Eastern      | 23 | 11 | 3  | 9    | 45           | 46 | 2  | 2  | 2    |
| St. Joseph's | 24 | 8  | 4  | 11   | 49           | 64 | 2  | 2  | 2    |
| Kowloon      | 21 | 8  | 3  | 10   | 27           | 62 | 1  | 1  | 1    |
| R.A.         | 27 | 7  | 4  | 16   | 28           | 65 | 1  | 1  | 1    |
| Ewo          | 23 | 6  | 5  | 12   | 34           | 61 | 1  | 1  | 1    |
| S. China "B" | 22 | 6  | 3  | 13   | 32           | 61 | 1  | 1  | 1    |
| University   | 22 | 7  | 2  | 12   | 30           | 60 | 3  | 3  | 3    |
| Chinese "B"  | 26 | 5  | 2  | 15   | 24           | 58 | 1  | 1  | 1    |
| K.A.M.C.     | 26 | 4  | 4  | 18   | 28           | 63 | 1  | 1  | 1    |
| Club         | 24 | 1  | 5  | 18   | 12           | 68 | 1  | 1  | 1    |

## Senior Shield — Final.

## SOMERSETS V. NAVY.

These teams met on the Club ground before a large attendance. After one of the finest games seen in the Colony for some time the "Sets" won the Blue Riband of the Hong Kong football world by the old goal in three, after extra time. The Navy were unlucky that they did not force a replay.

Mr. F. Smith lined up the following teams:—

Somersets: Hall; Hayward, Hulsh; Truitt, West, Harris; Rayson, Knapp, Dickinson getting off-side, the pressure was relieved. At the other end Rayson headed in, but Jarvis kicked behind for a fruitless corner. Butcher next put across a fast centre, but when things looked dangerous Carey cleared well.

## Navy Kick Off.

Bewley-Bull called correct to the toss of the coin, and the Navy kicked off against the wind. The Sets were early on the offensive, but the Navy defence soon beat them back, settling their own forward line moving. Timberlake put across but Peacock headed wide, and later from Dickinson's centre sent a fast drive just over the bar. Hughes next tried a shot but he was a trifle high. The Sets transferred play and after a good run Rayson sent in a fast shot which Jarvis punched out.

The Sets continued on the offensive, but off-side against Bewley-Bull relieved the pressure, and at the other end Firth headed wide. The Sets returned, and from Butcher's cross West had a fast drive deflected for a corner which was cleared.

At the other end Hughes shot wide. Van Tromp then sent across a lovely centre but it was missed the mark with a good dropping centre, which Hall was lucky to charge down a fast drive from Firth.

## Van Tromp Prominent.

Van Tromp was next prominent with a good dropping centre, which Hall cleared at the expense of a fruitless corner. Play was transferred and Jarvis had a few anxious moments. Rayson put in a strong shot, but the goalkeeper cleared well, with Farley in attendance. Troth put a fast drive just over the bar.

At the other end Peacock sent across the goalmouth but Van Tromp was a second late and a good scoring chance was missed. Peacock, in another attack, had hard luck, for after beating Hall, Harris cleared just on the goal-line.

The Sets forwards transferred and after Knapp had missed with a good shot, Bewley-Bull was just a little high with a fast drive.

## Gray Does The Trick.

The Navy forwards got moving and after some nice play by Dickinson,

Gray opened the scoring with a shot that gave the goalkeeper no chance. The Sets now attacked strongly but the Navy defence came out of the attack with honours and play was transferred, first Dickinson and then Van Tromp going close with good shots. Play travelled fast from end to end but no further scoring took place, and interval arrived with the Navy leading by the only goal scored.

## Navy Put On Pressure.

On resuming the Navy put on pressure, Evans sending in a fast drive which Hall punched out. Then Firth just grazed the bar with a fast drive. Dickinson getting off-side, the pressure was relieved. At the other end Rayson headed in, but Jarvis kicked behind for a fruitless corner. Butcher next put across a fast centre, but when things looked dangerous Carey cleared well.

After a fruitless corner for the Sets, the Navy transferred and Peacock got through but was pulled up for off-side. At the other end Knapp sent two fast shots wide of the mark. The Navy now put on strong pressure and Hall had a busy time, clearing a number of good shots before Howard relieved the pressure with a good clearance.

## The Equaliser.

Butcher sent across and Carey missed. Carey accepted the opportunity and made no mistake with a fast drive. The "Sets" continued to press and after Butcher had sent behind, Jarvis cleared from Bewley-Bull. The "Sets" were now doing most of the attacking, but the opposing backs were clearing well, and Jarvis was equal to all that came his way. He brought off an exceptionally fine save from a fast drive from Farley.

The Navy forwards now transferred play but Van Tromp's parting shot went wide. Firth hit the underside of the crossbar with a fast drive, and the rebound was cleared. At the other end a foul against Farley relieved and the Navy came again, forcing two corners which were cleared.

Dickinson sent across and Hulsh was lucky to be in the way of Firth's shot, for it was going in the right direction. From a foul well placed by Evans, Firth just missed with a header. The Navy continued to attack strongly after Hall had brought off a fine save from a shot by Dickinson.

Play was transferred and Farley sent Butcher away, but Ward robbed him before he could get into a good position. Farley then sent in a fast one which Jarvis cleared at the expense of a fruitless corner. In the closing minutes the Navy attacked strongly, but the whistle went with neither team having the advantage and extra time had to be played.

## Full Time: Somersets 1, Navy 1.

## The Deciding Goal.

On commencing the extra time the "Sets" attacked but were soon sent back, and at the other end Van Tromp sent in a high shot which Hall cleared well. The "Sets" returned and forced a corner which was fruitless. They continued to put on pressure but the first ten minutes ended without further score.

The Navy took up the running on the change-round, and Dickinson sent a strong shot just over. It was now difficult to follow the play as the light was falling fast. The "Sets" forwarded got moving, and after a good movement by Bewley-Bull and Butcher the latter crossed nicely and Farley scored the winning goal with a good first time shot. Jarvis made an heroic effort to stop it, but it travelled too fast for him to hold. In the closing minutes Jarvis saved well from Butcher and Knapp. The final whistle went with the "Sets" winners of the Shield for 1930.

## Result: Somersets 2, Navy 1.

## Shield Presentation.

After the match Mr. Ormiston in a few well chosen words called upon Mrs. M. Dyer to present the Shield to the winners and the Cup to the runners-up. Sergeant Bewley-Bull, the captain of the winning team, presented Mrs. Dyer with a vase of flowers.

Mr. Ormiston then called for three cheers for Mrs. Dyer, which were heartily given.

## Junior Shield — Final.

## CHINESE "B" V. EASTERN.

This game, played on the Club ground, resulted in a draw of one goal each, after extra time. The Chinese had the major part of the play in the first half, and should have crossed over with a more substantial lead, but with Eastern re-shuffling their forward line they fought back to score the equaliser and thus earn a re-play.

L.S. Atkinson lined up the following teams:—

Chinese "B": Liu Kam-ming; Wong Shui-wo, and Wong Sik-ping; Ng Tak-wing, Lai Kwok-chiu, and Lai Tung-choi; Chow Yim-chung, Shek Pui-tim, Ip Kau-ko, Leung Tai-wing, and Lee Fong. Eastern: da Silva; Rahman, and Rumjahn; Lau Ching-yan, Chung Lap-fun, and Ng Ying-kay; Lai Ting-choy, Lee Bing-tong, Leonard, Salleh, and Sahban.

## The Play.

Eastern won the toss, and Chinese "B" kicking off, made ground on the right for Chow Yim-chung to centre, but his inside forwards were too far back to take advantage and the ball was cleared. The Chinese came up again and da Silva tipped Chow Yim-chung's shot over the bar, the resultant flag kick being cleared. Chow Yim-chung again ran through and centered but Chung Lap-fun intercepted and cleared.

Eastern got away and were dangerous when Wong Sik-ping handled, but Lau Ching-yan's kick was dealt with effectively. Chow Yim-chung then got away but was nearly robbed by Rumjahn who passed to Sahban, the latter rushing away only to be stopped by Wong Shui-wo.

Liu Kam-ming was then called upon to clear from Lee Bing-tong and the Chinese broke away with Shek Pui-tim in possession, with only da Silva to beat, but the latter tipped the ball over the bar and the flag kick was cleared.

## Chinese Attacks.

The Chinese continued to press and da Silva again saved well from Chow Yim-chung; with Rumjahn kicking clear to put Sahban in possession, but the latter was robbed in time by Wong Shui-wo. After a splendid save by Liu Kam-ming, the Chinese broke away again and from Chow Yim-chung's pass Shek Pui-tim opened the scoring for the Chinese with a shot at short range.

A promising movement by East-ere was spoiled when Sahban handled in receiving Lai Ting-choy's pass. The Chinese went near to increasing their lead when Lee Fong shot hard for goal, but da Silva again saved clearly. Close on the interval Leonard put Lee Bing-tong in a good shooting position, but the ball hit the foot of the post.

Eastern were now all out for the equaliser and Leonard hit the post. The ball rebounded to him and he passed to Lee Bing-tong, who shot hard, but Liu Kam-ming made a brilliant save.

## Half-Time:—Chinese "B" 1, Eastern 0.

## Eastern Make Changes.

On the resumption Eastern made several changes. In their forward line, Lee Bing-tong and Salleh composing the right wing and Lai Ting-choy and Sahban, Sahban coming inside, forming the left flank. The Chinese continued their attack and from a free kick which put the ball in the goalmouth, da Silva was hard pressed and was forced to throw the ball out, and from the melee which resulted a free kick relieved the pressure. Later Leung Tai-wing shot wide when well placed.

## Dull Play.

A period of uninteresting play followed, until the Eastern broke away and Lee Bing-tong shot for Liu Kam-ming to save, but Sahban

rushed in to rob the former, and give Leonard possession, the player going in to score the equaliser. This goal tended to level up the game and also the Eastern attack, and for a time the Chinese were kept on the defensive. The Chinese defence withstood the pressure and their goalkeeper got away again to force a corner, from which Ip Kayun headed just past the foot of the post. Sahban was unfortunate later, when, receiving Leonard's pass, he ran through to send in a terrific drive which skimmed the bar, with Liu Kam-ming out of position.

Eastern continued their offensive and Sahban sent Lai Ting-choy away but Wong Shui-wo tackled and a corner kick resulted, of which nothing came. The Chinese then got away and from a free kick Lai Kwok-chiu punted over the bar, da Silva was again to the fore when the ball was lobbed into the goalmouth with three of the opposing forwards in attendance, and saved well at the expense of a corner, which was cleared.

## A Good Goalie.

For a time the Eastern were penned in their own half and it was only the splendid goalkeeping of da Silva which kept the Chinese out. Wong Shui-wo was hurt, and had to go off.

## Full Time:—Chinese "B" 1, Eastern 1.

Wong Shui-wo came on again in the extra time, but again had to retire, and the Chinese defence withstood the Eastern attack well, Lai Kam-ming keeping out a shot from Leonard.

Wong Shui-wo once again resumed and a breakaway by the Chinese was interrupted by the whistle for the "change-over."

The Chinese continued to press but with no result, and Eastern got away and were awarded a free kick thirty yards out, causing intense excitement. With the Chinese kicking their goal, the ball was cleared and the final whistle blew with the issue still unsettled.

Full Score:—Chinese "B" 1, Eastern 1.

## Division I

## ATHLETIC V. KOWLOON.

These contestants met at the Stadium, North Point. Kowloon were a man short and C. Pile kept goal for them for half an hour in the first half. A good crowd was in attendance in spite of a threat of rain.

Mr. C. Mann was in charge of the game, and lined up the following teams:—

Athletic: Chan Sik-pui; Lai Yuk-tat and Leung Yuk-tong; Lam Yuk-ying, Wong Sul-wa, Ho Che-yen; Cho Kwai-shing, Lee Wal-koon, Wong Pak-chung, Suen Kam-shun, and Li Hing-chung.

Kowloon: Penny; Pile, Gillett; Cotton, Dowman and Eastman; T. Pile, McKelvie, Hedley, Simpson, and Miles.

Kowloon won the toss and kicked with the wind. From an early corner for Kowloon Hedley got his head to the ball but Chan was equal to the occasion and made a fine save. Hands against the Athletic looked dangerous but the movement was spoiled by Hedley and McKelvie being offside. A few minutes later McKelvie sent in only saved by throwing himself full length.

Kowloon continued to press and McKelvie had another shot which went over. The Athletic were settling down and the Kowloon goal was in danger. Pressure was relieved when a free kick was awarded against Lee Wal-koon for dangerous play.

## Half Time: Athletic 0, Kowloon 0.

## Athletic In Form.

Upon resuming the rain which had been threatening started with the light falling. Athletic attacked and maintained pressure. They forced a corner and Cho Kwai-shing taking the shot scored with a beautiful curving shot, the wind taking the ball into the net. A few minutes later Lee Wal-koon took a shot and Penny fisted behind. From the resultant corner kick the Kowloon goal had a narrow escape.

The Athletic continued their attack and the goalkeeper was called upon to defend his charge many times. From a free kick against Dowman Wong Sul-wa took a shot at goal, Penny succeeding in just tipping it over the bar. A punt up the field by Wong Sul-wa brought the ball back into the Kowloon goal area and Suen Kam-shun kicked wide. A few minutes later Gillett miskicked and Cho Kwai-shing nipping in tipped to Lee Wal-koon who had nobody to beat but the goalkeeper and scored an easy goal.

## Kowloon Hit Back.

The game then swung to the other end, where a good movement was spoiled by Hedley handling the ball. A rush by the Athletic resulted in Lee Wal-koon kicking wide. A moment later Wong Sul-wa sent a pass to Lee Wal-koon who scored with a dropping shot, Penny miskicking the light of the ball. From the place kick Kowloon broke away and Hedley beating Lai Yuk-tat shot

for goal. Leung Yuk-tong in endeavouring to stop it deflected the ball into his own goal. In the closing stages Athletic had most of the game, with Suen Kam-shun getting near to adding a further goal.

## Division II

## CLUB V. KOWLOON.

These teams met on the Athletic ground, Happy Valley, and a poor game ended in a goalless draw. Mr. Lawrence lined up the following teams:—

Club: Stirling; Sloan, Dean; Wilson, Panchon, Krilovsky; Pankhurst, Morhaus, Stoker, Smith, Thompson.

Kowloon: Angus; Hawke, Nicholls; Bliss, Runham, Griggs; White, Smith, Moss, Baker, Blackford.

Kowloon with the wind behind them had all the play, but the forwards were very weak and many good scoring opportunities went begging. Although Kowloon did all the pressing, Stirling in the Club goal was never extended.

The Club had the advantage of the wind in the second half, but their shooting powers were no better than those of their opponents. After being penned in their own half for some time Kowloon got going and Moss got through but Stirling brought off a great save at the expense of a fruitless corner. The Club returned to the attack, but were very weak in front of goal, and the final whistle went with honours even.

Result: Club 0, Kowloon 0.

## SOMERSETS V. UNIVERSITY.

On the Military Ground at Soekumpoo, Mr. T. Mann lined up the following players:—

Somersets: Verrier; Green, Fothergill; Mead, Savagar, Legg; Palmer, Guest, Denmead, Hicks and Evert.

University: Oppenheim; Ng, Reed A.; Reed S., Rec, Lew; Chung, E. Gosano, Lag, Wong and Lee.

## Soldiers Force The Pace.

The University won the toss and from the kick off the Somersets were early to the attack. After A. Reed had miskicked Denmead shot high over the bar. Continuing the attack Oppenheim brought off a number of good saves. A breakaway by the University was nipped in the bud by Fothergill.

The "Sets" continued to have the better of the exchanges and a header from Denmead looked a certain goal but Oppenheim still denied success. From a throw in Palmer sent in an accurate centre for Hicks to find the net and open the scoring. After repeated thrusts by the Soldiers, Guest snapped up a chance to find the untaken goal.

Half-time: Somersets 2, University 0.

## Distressing Accident.

Upon resuming the "Sets" continued to have the greater part of the play and after fifteen minutes a distressing accident took place. As the result of a melee in front of the University goal, Gosano and Green endeavoured to kick the ball at the same moment, with the unfortunate result that Gosano had his leg broken. In pain, his only concern was the possibility of missing his first year's scholarship.

With the University front line now disorganized the "Sets" had the remainder of the game. A centre from Palmer gave Denmead his chance and scored and after ten minutes Mead struck the bar for Hicks to head in the rebound.

In the closing minute the University broke away for Chung to shoot for Verrier to fumble the ball with Ling nipping in to find the net.

Result: Somersets 4, University 1.

## S. CHINA "A" V. EWO.

On the Caroline Hill Ground, M. A. A. Masters lined up the following teams:—

South China "A": San Tai-shing; Sio Hoi, Tang King-ki, Fung Man-ki, Chai Ping-king, San Kwok-hai; Ng Po-kul, Tan Kwong-pak, Fong Tse-ang and Lau Kau.

Ewo: Chan Yang-po, Chan Mok-sing, San Hui-yin; To Ho-ching, Chow Yen-fai, Ho Yau-tin, Kau Sik-wai, Sang Ho-sing, Li Pin-suen.

## Time Opening.

The loss was won by South China "A" and they took advantage of the wind. The play opened very lamely, Ewo being without both wing players. Following a feeble effort from Ewo, South China advanced for Lau Kau to send a terrific drive into the goal range. With South China "A" putting on pressure Chan Yang-po was kept busy, but he guarded his charge well, and no scoring took place.

Half-time: South China "A" 0, Ewo 0.

## Play Brightens Up.

Upon resuming, play brightened up a little and Lau Kau got very close, and in the next minute struck the crossbar. South China returned to the attack and Chan Yang-po saved well from Tan Kwong-pak. At the other end Kau

(Continued on Page 5.)



## LOCAL CRICKET

## Junior League Won by H.K.C.C.

## HONG KONG SENIORS DOWN AGAIN.

## League and Friendly Games.

The Hong Kong C.C. 2nd XI convincingly accounted for the junior team of the Indian R.C. in Division II of the Cricket League yesterday and have retained the championship. With only one setback in ten matches, this at the hands of the Kowloon C.C. 2nd, the H.K.C.C. have accumulated a total of 27 points, two points ahead of their nearest rivals, the Club de Recreio.

In the only other League fixture, in Division I, which had no bearing on the championship, (Kowloon C.C. having already placed themselves at the top of affairs), the H.K.C.C. 1st XI, at one time regarded as serious contenders for first place, suffered their fourth defeat by losing to the Indian R.C. The latter, winning for the first time, have had a particularly poor season so far, but still stand a chance of finishing on equal terms, for third place, with Craigen-gower. Incidentally, these two sides will meet each other in their remaining fixture.

## League I

## INDIAN R.C. v. H.K.C.C.

At Sookumpoo, the Indian R.C. defeated the Hong Kong C.C. by 11 runs.

The Indians started shakily, but a fine partnership for the fourth wicket between A. H. Madar (37) and A. R. Minu (32) which realised 49 runs, changed the entire complexion of the game. The former batted in his usual careful manner, allowing the hard-hitting Minu to knock the sting out of the bowling. Incidentally, they were the only double-figure scorers towards a total of 122.

Like their opponents, the H.K.C.C. met with early disaster, and in trying to force the pace, continued to fare badly. When still 33 runs behind, Beck and Harris Walker made a spirited but unsuccessful stand for the last wicket.

On the day's play, there was not much difference in the batting and bowling of the two teams, both being rather below standard, but the slightly superior fielding of the home team turned the scale in their favour. Scores:—

## Indian R.C.

|                                            |     |
|--------------------------------------------|-----|
| A. el Arculli, c Skinner, b Bowker         | 5   |
| A. H. Rumjahn, run out                     | 8   |
| A. K. Minu, b Owen Hughes                  | 37  |
| A. H. Madar, c Macfarlane, b Reid          | 37  |
| A. R. Minu, b Duckitt                      | 32  |
| A. A. Rumjahn, c Batger, b Duckitt         | 3   |
| O. Ismail, run out                         | 7   |
| J. S. A. Curram, not out                   | 9   |
| S. A. Ismail, c Duckitt, b Reid            | 1   |
| B. R. Irani, c & b Reid                    | 4   |
| A. M. Rumjahn, st. Harris Walker, b Batger | 0   |
| Extras                                     | 15  |
| Total                                      | 122 |

## Bowling Analysis

|             | O. | M. | R. | W. |
|-------------|----|----|----|----|
| Bowker      | 7  | 3  | 21 | 1  |
| Owen Hughes | 6  | 1  | 15 | 1  |
| Reid        | 7  | 0  | 22 | 3  |
| Beck        | 5  | 1  | 29 | 0  |
| Duckitt     | 4  | 0  | 8  | 2  |
| Batger      | 3  | 4  | 0  | 11 |

## Hong Kong C.C.

|                                                  |     |
|--------------------------------------------------|-----|
| E. R. Duckitt, c A. A. Rumjahn, b Irani          | 9   |
| K. H. Butler, c A. R. Minu, b A. H. Madar        | 4   |
| E. J. R. Mitchell, c O. Ismail, b Irani          | 5   |
| E. E. Skinner, c O. Ismail, b Irani              | 0   |
| H. Owen Hughes, c A. A. Rumjahn, b A. M. Rumjahn | 11  |
| J. Macfarlane, st. S. A. Ismail, b A. R. Minu    | 23  |
| A. Reid, st. S. A. Ismail, b A. M. Rumjahn       | 11  |
| A. C. I. Bowker, c Curram, b A. R. Minu          | 11  |
| J. R. Younger, c O. Ismail, b A. H. Madar        | 0   |
| A. C. Beck, b Irani                              | 10  |
| W. Harris Walker, not out                        | 12  |
| Extras                                           | 15  |
| Total                                            | 111 |

## Bowling Analysis

|                  |     |    |    |    |
|------------------|-----|----|----|----|
| Total            | 111 |    |    |    |
| BOWLING ANALYSIS |     |    |    |    |
|                  | O.  | M. | R. | W. |
| Irani            | 12  | 5  | 4  | 26 |
| A. R. Minu       | 10  | 2  | 32 | 2  |
| A. H. Madar      | 4   | 1  | 14 | 2  |
| A. M. Rumjahn    | 3   | 0  | 11 | 2  |
| Curram           | 2   | 0  | 3  | 0  |
| A. K. Minu       | 1   | 0  | 4  | 0  |
| A. A. Rumjahn    | 3   | 0  | 6  | 0  |

## League II

## H.K.C.C. 2ND v. I.R.C. 2ND.

On their own ground, the Hong Kong C.C. 2nd XI defeated the second team of the Indian R.C. by six wickets.

The splendid bowling of Divett (5 for 20) and Bonnar (3 for 11) was largely responsible for the collapse of the visiting side who mustered only 58 runs, Esmail being the top-scorer with 19 not out.

The home team had little difficulty in passing this total and went on to make 105 for eight wickets. Marlon and Mackenzie were merciless with some indifferent bowling, hitting up 49 and 52 respectively. Scores:—

## Indian R.C. 2nd XI.

|                                  |   |
|----------------------------------|---|
| M. P. Madar, b Bonnar            | 6 |
| J. T. Durma, b Divett            | 2 |
| A. R. Sufiad, c Marlon, b Divett | 0 |
| D. Mohamed, c Summers, b Divett  | 2 |
| A. R. Sufiad, b Bonnar           | 0 |
| F. M. el Arculli, b Bonnar       | 0 |
| J. S. Achber, b Divett           | 0 |

|                            |    |
|----------------------------|----|
| A. R. H. Esmail, not out   | 19 |
| Sirdar Khan, b Divett      | 3  |
| M. R. Abbas, b Ashworth    | 4  |
| S. Esmail, c & b Hutchison | 0  |
| Extras                     | 6  |
| Total                      | 58 |

## Bowling Analysis

|           | O. | M. | R. | W. |
|-----------|----|----|----|----|
| Divett    | 12 | 3  | 20 | 5  |
| Bonnar    | 12 | 5  | 11 | 3  |
| Ashworth  | 4  | 0  | 14 | 1  |
| Hutchison | 3  | 0  | 7  | 1  |

## H.K.C.C. 2nd XI.

|                                                        |     |
|--------------------------------------------------------|-----|
| H. J. Armstrong, b A. S. Sufiad                        | 2   |
| R. M. Wood, b A. S. Sufiad                             | 19  |
| C. E. Gahagan, b A. S. Sufiad                          | 5   |
| O. E. C. Marton, b A. S. Sufiad                        | 40  |
| W. W. Mackenzie, b A. S. Sufiad                        | 15  |
| J. A. Summers, b Abbas                                 | 52  |
| J. D. A. Hutchison, c A. S. Sufiad, b F. M. el Arculli | 6   |
| E. R. West, not out                                    | 0   |
| J. Ashworth, b Abbas                                   | 4   |
| Extras                                                 | 13  |
| Total (for 8 wickets)                                  | 156 |

G. E. R. Divett, J. L. Bonnar did not bat.

## Bowling Analysis

|                  | O. | M. | R. | W. |
|------------------|----|----|----|----|
| A. R. Sufiad     | 5  | 1  | 13 | 0  |
| A. S. Sufiad     | 11 | 0  | 44 | 5  |
| F. M. el Arculli | 6  | 1  | 20 | 1  |
| Abbas            | 8  | 0  | 30 | 2  |
| Sirdar Khan      | 3  | 0  | 17 | 0  |
| M. P. Madar      | 3  | 0  | 14 | 0  |
| A. R. H. Esmail  | 2  | 0  | 14 | 0  |

## Hong Match.

## "TAIKOO" v. "WAYFOONG".

On the Chinese Recreation Club ground, "Taikoo" (Messrs. Butterfield & Swire) lost to "Wayfoong" (the Hong Kong & Shanghai Bank) by five wickets.

Batting first, the former eleven compiled 112 runs, towards which Spicer contributed 30, Jones 24, Telfer 21 and Hinton 13. Displaying remarkable form with the ball, Parker accounted for seven wickets for 29.

Baikes (26) and Scott (39) put on 73 runs for the first wicket for "Wayfoong" and paved the way to easy victory. Parker followed up his bowling success by scoring 36 whilst Milne-Day collected 22.

Ewo had previously defeated both Taikoo and Wayfoong. Scores:—

## Taikoo.

|                                   |     |
|-----------------------------------|-----|
| H. Spicer, c Parker, b Clarke     | 30  |
| I. A. Ross, c Massey, b Milne-Day | 1   |
| L. A. Whippis, run out            | 0   |
| E. S. Jones, b Parker             | 24  |
| J. R. Hinton, c Burch, b Parker   | 13  |
| W. F. K. Telfer, b Parker         | 21  |
| G. Walsh, c Clarke, b Parker      | 0   |
| W. R. Greenhalgh, b Parker        | 0   |
| T. S. Marshall, b Parker          | 0   |
| C. C. Roberts, c Clarke, b Parker | 0   |
| E. A. Walter, not out             | 5   |
| Extras                            | 10  |
| Total                             | 112 |

## Bowling Analysis

|           | O. | M. | R. | W. |
|-----------|----|----|----|----|
| Milne-Day | 9  | 1  | 31 | 2  |
| Parker    | 13 | 3  | 29 | 7  |
| Clarke    | 3  | 0  | 10 | 1  |
| Wade      | 1  | 0  | 10 | 0  |
| Turner    | 3  | 1  | 10 | 0  |

## Wayfoong.

|                                        |     |
|----------------------------------------|-----|
| R. H. Kallies, c Roberts, b Greenhalgh | 26  |
| M. D. Scott, c Walsh, b Greenhalgh     | 39  |
| R. H. Wade, c Roberts, b Greenhalgh    | 7   |
| H. V. Parker, st. Jones, b Greenhalgh  | 36  |
| G. D. Mead, c & b Whippis              | 0   |
| M. W. Turner, not out                  | 11  |
| D. Milne-Day, c Spicer, b Hinton       | 22  |
| B. P. Massey, not out                  | 21  |
| Extras                                 | 21  |
| Total (for 5 wickets)                  | 104 |

F. R. Burch, W. J. Clerk, E. P. Streetfield did not bat.

## Bowling Analysis

|            | O. | M. | R. | W. |
|------------|----|----|----|----|
| Hinton     | 8  | 1  | 30 | 1  |
| Ross       | 2  | 0  | 16 | 0  |
| Whippis    | 11 | 0  | 44 | 1  |
| Greenhalgh | 8  | 0  | 42 | 4  |
| Walsh      | 1  | 0  | 8  | 0  |

## Inter-Club Match.

Chelator representatives of the Police R.C. defeated a Married XI by the narrow margin of two runs in an enjoyable and exciting game at Happy Valley yesterday.

Grimmitt, a Civil Service C.C. veteran of bygone days, has lost but little of his old bowling form and returned the very fine analysis of 4 for 3 for the Benedicks. Clark

batted in enterprising manner for 34, the total of the Single XI reaching 82.

The failure of the Married team to clinch the issue after putting up 75 for four wickets, was surprising. The last six wickets fell for an additional five runs! Scores:—

## Single.

|                                     |    |
|-------------------------------------|----|
| W. E. Meadows, lb.w., b Alexander   | 7  |
| Wagland, c Hooker, b King           | 6  |
| R. G. Baker, b King                 | 1  |
| T. R. Hunter, b Post                | 5  |
| Clark, run out                      | 34 |
| R. Wynne, st. Hooker, b Post        | 4  |
| W. Thompson, c Clarke, b Grimmitt   | 3  |
| W. le B. Sparrow, lb.w., b Grimmitt | 3  |
| P. W. Sherry, not out               | 0  |
| F. M. Broomer, b Grimmitt           | 0  |
| Williams, b Grimmitt                | 10 |
| Extras                              | 8  |
| Total                               | 82 |

## Bowling Analysis

|           | O. | M. | R. | W. |
|-----------|----|----|----|----|
| Alexander | 8  | 0  | 20 | 1  |
| King      | 6  | 0  | 16 | 2  |
| Post      | 4  | 0  | 26 | 2  |
| Grimmitt  | 2  | 3  | 0  | 4  |

## Married.

|                                      |    |
|--------------------------------------|----|
| A. Clark, b Thompson                 | 1  |
| A. Reynolds, b Thompson              | 22 |
| C. F. Alexander, c Wynne, b Thompson | 2  |
| A. W. Grimmitt, c Wynne, b Sherry    | 8  |
| T. H. King, b Sherry                 | 13 |
| A. Kirby, b Wynne                    | 0  |
| F. Hooker, b Sherry                  | 2  |
| E. Post, run out                     | 1  |
| H. Thorpe, not out                   | 0  |
| M. Hunt, b Sherry                    | 0  |
| F. Hallam, b Wynne                   | 1  |
| Extras                               | 4  |
| Total                                | 80 |

## Bowling Analysis

|             | O. | M. | R. | W. |
|-------------|----|----|----|----|
| B. G. Baker | 6  | 1  | 23 | 0  |
| Thompson    | 7  | 0  | 40 | 3  |
| Sherry      | 3  | 1  | 12 | 4  |
| Wynne       | 1  | 2  | 0  | 1  |

## Friendly Match.

## K.C.C. 2ND v. R.A.M.C.

On their own ground, the Kowloon C.C. 2nd XI defeated the Royal Army Medical Corps by 25 runs. The home team set their opponents 100 runs to win, to which the visitors replied with 74.

Lt. Anderson (23) was the highest scorer on either side, while Cpl. Davies (5 for 31) did the most damage with the ball. But nevertheless, the R.A.M.C. had to admit defeat. Scores:—

## K.C.C. 2nd XI.

|                                        |    |
|----------------------------------------|----|
| A. R. F. Raven, c Anderson b Davies    | 22 |
| O. B. Raven, c Patterson, b Davies     | 1  |
| A. J. Kew, lb.w., b Davies             | 0  |
| R. Baldwin, b Davies                   | 0  |
| H. Overy, c & b Davies                 | 0  |
| B. Patterson, c Gilbeck, b Anderson    | 0  |
| G. A. V. Hall, b Beare                 | 22 |
| G. Lee, not out                        | 10 |
| F. S. W. Smith, run out                | 6  |
| N. A. E. Mackay, c Anderson, b Shelley | 1  |
| N. H. Ross, b Beare                    | 1  |
| Extras                                 | 10 |
| Total                                  | 99 |

## Bowling Analysis

|          | O. | M. | R. | W. |
|----------|----|----|----|----|
| Davies   | 9  | 1  | 31 | 5  |
| Beare    | 6  | 1  | 24 | 2  |
| Anderson | 5  | 1  | 20 | 1  |
| Shelley  | 3  | 1  | 14 | 1  |

## R.A.M.C.

|                                     |    |
|-------------------------------------|----|
| Cpl. Davies, c & b Lee              | 9  |
| Sgt. Patterson, c Smith, b Lee      | 0  |
| Lt. Anderson, c Baldwin, b H. Overy | 23 |
| Pte. Gilbeck, b Overy               | 6  |
| Maj. Cadell, b Ross                 | 14 |
| Sgt. Landon, lb.w., b Ross          | 0  |
| Sgt. Shelley, c Lee, b Ross         | 0  |
| Pte. Roberts, run out               | 1  |
| Pte. Smith, run out                 | 4  |
| Pte. Beare, not out                 | 4  |
| Extras                              | 3  |
| Total                               | 74 |

## Bowling Analysis

|       | O. | M. | R. | W. |
|-------|----|----|----|----|
| Lee   | 7  | 3  | 19 | 3  |
| Smith | 5  | 0  | 26 | 0  |
| Overy | 4  | 5  | 0  | 17 |
| Ross  | 3  | 0  | 9  | 2  |

## LEAGUE TABLES

|                    | P. | W. | D. | L. | Pts. |
|--------------------|----|----|----|----|------|
| Kowloon C.C.       | 5  | 2  | 0  | 3  | 17   |
| Civil Service C.C. | 7  | 3  | 3  | 1  | 12   |
| Craigengower C.C.  | 3  | 3  | 1  | 2  | 10   |
| Army               | 7  | 2  | 2  | 3  | 8    |
| Indian R.C.        | 6  | 1  | 4  | 1  | 7    |
| Hong Kong C.C.     | 7  | 2  | 1  | 4  | 7    |
| University         | 5  | 2  | 1  | 3  | 7    |
| Royal Navy         | 6  | 0  | 2  | 4  | 2    |

## Division II.

|                    | P. | W. | D. | L. | Pts. |
|--------------------|----|----|----|----|------|
| Hong Kong C.C.     | 10 | 0  | 0  | 1  | 27   |
| Recreio            | 10 | 8  | 1  | 1  | 25   |
| Kowloon C.C.       | 9  | 5  | 3  | 1  | 18   |
| Civil Service C.C. | 10 | 6  | 0  | 4  | 18   |
| Police             | 10 | 5  | 2  | 3  | 17   |
| Indian R.C.        | 9  | 4  | 1  | 4  | 13   |
| Craigengower       | 10 | 3  | 1  | 6  | 10   |
| R.E. and R.C.S.    | 10 | 3  | 1  | 6  | 10   |
| R.A.S.C.           | 9  | 2  | 0  | 7  | 6    |
| University         | 1  | 2  | 0  | 7  | 6    |
| R.A.O.C.           | 0  | 0  | 1  | 9  | 1    |

## TENNIS

## To-day's Tournament at the K.F.C.

Members of the Kowloon Football Club are reminded of the Mixed Doubles American tournament to be held to-day.

Post entries will be accepted up to 10.15 a.m. Play will commence at 10.30 a.m.

## FOOTBALL

(Continued from Page 4.)

Side-wind ended a solo run by sending wide of the mark. The goals were now visited in turn, but weak shooting efforts spoiled promising chances and time arrived with a blank scoring sheet.

Result: South China "A" 0, Ewo 0.

## ST. JOSEPH'S v. R.A.

These teams met on St. Joseph's ground. The Gunners were a man short and were unlucky not to bag both points in a very patchy game.

Mr. F. J. Rodwell lined up the following teams:—

St. Joseph's: MacGrann; Clayson, Souza; Delgado, K. M. Omar, Marvan; A. M. Omar, Castilho, Souza, Lillabhan, Radix.

R.A.: Moore; Hall, Gough; Hall, Dunning, Eardley; Stanton, Reed, Taylor, Woods.

The Gunners kicked off against the wind and did well to hold the College, as they were on the defensive most of the time. Moore in the Gunners goal brought off a number of fine saves. In the last minute before the interval Radix missed an open goal.

After the change of ends the Gunners had more of the play, but twenty minutes had gone before Reed beat MacGrann with a fast drive. Just before the end Radix took advantage of a misunderstanding between the Gunners backs and equalized with a good shot.

Result: St. Joseph's 1, R.A. 1.

## NAVY v. CHINESE "B".

These teams met on the Navy ground, Happy Valley. The Navy were much superior and were easy winners by six clear goals. Sergeant Vickery lined up the following teams:—

Navy: Langlands; Cordory, Howard; Hamon, Goodman, Branch; Thompson, Potts, Wynt, Sorbie, Gould.

Chinese "B": Choi Kin-hung; Tang Chong-pak, Ma Ping-choy; Young Kwok-wah, Chu Shul-tag, Chan Kwong-hung; Chan Hon-ting, Lo Wai-hop, Wong On-ping, Leung Hon-choi, Choi Wan-hang.

The Navy with the wind behind them were early prominent, and the game was only two minutes old when Gould sent across for Wynt to open the scoring from close in. The Navy continued to have the upper hand but it was just before the interval that Potts rushed the ball into the net to score the second goal. Mid-way through this half, a rather unfortunate incident occurred, when Goodman received marching orders for striking Lo Wai-hop.

## Second Half.

After the change of ends the Navy continued to have most of the play. In the first minute, Gould receiving a pass from the left, beat the goalkeeper with a good shot. Later Sorbie placed nicely and Wynt had no difficulty in heading into the net. In the last five minutes two more goals were added by Potts, bringing the Navy's goals up to the "century".

Result: Navy 6, Chinese "B" 0.

## WELL DONE Z.B.W.

Mr. "Roamer" Football correspondent of the *Sunday Herald*, was unavoidably denied the opportunity of listening in for the running commentary on the Senior Shield final but from remarks by friends it appears to have been a very successful effort on the part of our local radio studio. At home radio fans look forward to the broadcast of important football matches, and yesterday's successful effort may lead to other games being sent over the ether from our local "soccer" grounds.



Phil Scott, the heavyweight battle pride of the British Isles, waving a greeting to New York, as he arrived on the s.s. *Homeric* en route to Miami, where he was defeated on a technical knock-out by Jack Sharkey.

## Scenic Treasures await you on this New Route



Leave from Vancouver via the route that crosses the Canadian Rockies at the lowest altitude and easiest gradient of all transcontinental lines; yet shows you their mightiest peaks. Thrill to splendid horizons. View the wonders of Jasper National Park; the far-flung prairies; the pastoral, lovely east. See Niagara Falls if time permits.



## Strength and endurance

are two of the most valuable virtues you can possess. You can build up your endurance by making certain that your body gets a plentiful supply of the vitamins which are essential to good health. The most vital of these mysterious food factors is vitamin D for it enables your body to absorb all the value of the food you take. Without ample vitamin D your body gets weaker, your nerves become ragged and your endurance and energy decrease.

Ostelin is concentrated vitamin D and can be obtained at all dispensaries and compradore shops

## OSTELIN

Vitamin D Concentrate

The source of strength

SOLD IN THREE FORMS

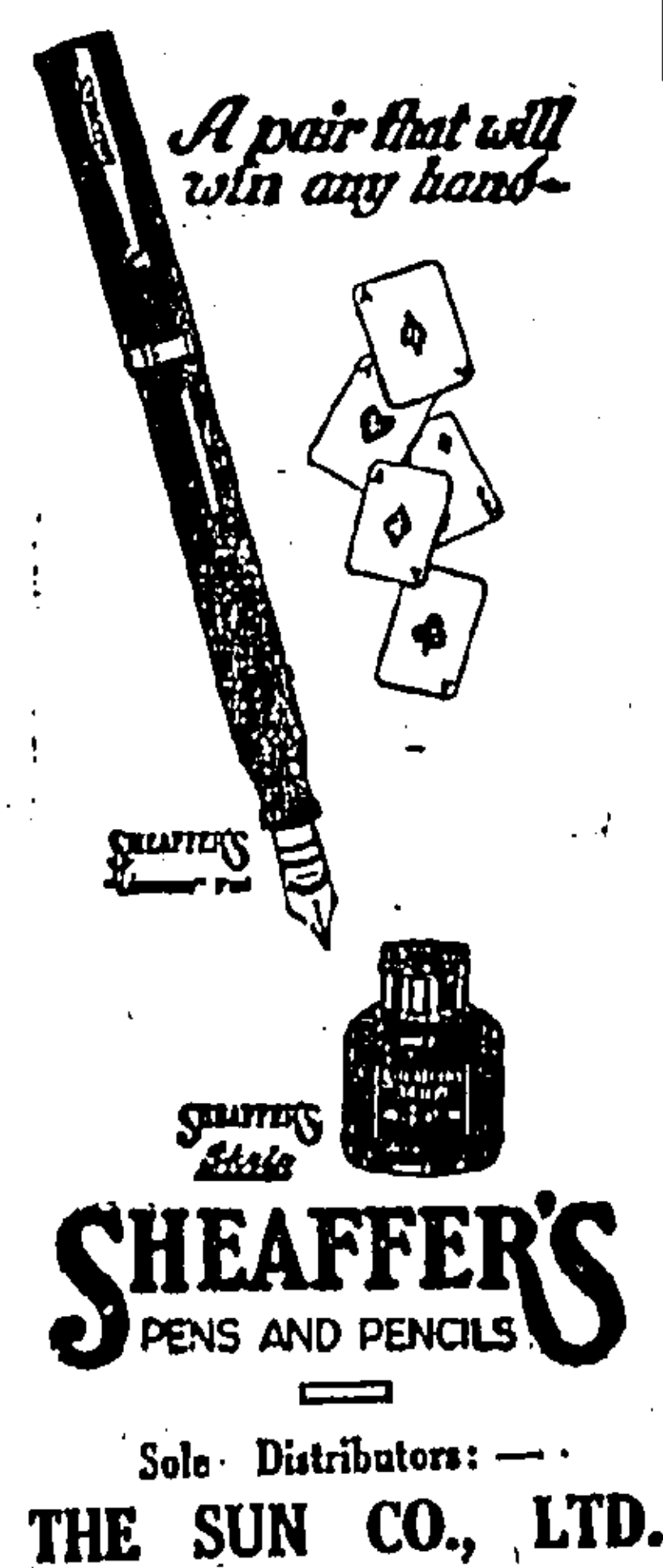
**OSTELIN LIQUID**  
particularly for babies. Many times more potent than the finest cod-liver oil.

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for children and adults. An excellent general tonic in a very convenient form.

**OSTOMALT**  
specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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Sloan & Co., Ltd., 11 Hankow Road,  
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*A pair that will write with any hand.*



**SHEAFFER'S**  
PENS AND PENCILS

Sole Distributors: —  
**THE SUN CO., LTD.**

## HOTELS MEETING.

(Continued from Page 2.)

chase Price, Majestic Hotel Property, \$2,790,000, as to which I am pleased to inform you that funds in complete liquidation of this item were received and lodged with the Company's Bankers on the date fixed for the completion of the purchase, viz January 6, 1930.

In this connection, I would draw attention to the notification appended at the foot of the Balance Sheet indicating that Shanghai currencies are converted at the rate of Taels at 72 and Dollars at par. By way of explanation, I would point out that the assets in Shanghai are carried in the Company's Books in Shanghai Dollars and that our book rate in respect of our Shanghai assets is converted at the rate of 72 vis-a-vis Taels—the average rate prevailing on transfers in Shanghai—which must not be confused with the cross rate between Taels and Hong Kong dollars. On this point I have also to state that exchange fluctuations between Hong Kong and Shanghai do not affect this Company, except at such times as remittances are made between the respective offices, on which occasions the differences in exchange transactions are debited or credited, as the circumstances require, to the Profit and Loss Account for the particular years to which the transactions appertain. In this relation, you will observe that your Board have made provision for the future by creating an "Exchange Fluctuation Account" and, if you endorse the recommendations before you in the matter of the allocation of profits for the year under review, an amount of \$160,000 will be credited to an Account to be opened under that particular head, with a view to making provision for any possible future loss on exchange operations.

### Liabilities Lower

Turning to the liabilities side of the Balance Sheet, I would remark in reference to the item "Loans secured by Mortgage" that, although only a comparatively small reduction of our liability under this head has been effected since the previous accounting period. Nevertheless the Company's liabilities included under the item "Sundry Creditors" appear at the reduced figure of \$291,651.39 as compared with those of the previous year. Reduction of our indebtedness in respect of the first mentioned item was effected early in the current year on receipt of the balance of the purchase price in respect of the sale of the Majestic Hotel property, and it consequently follows that our indebtedness to our Bankers stands at a considerably reduced figure to-day.

Turning to the matter of the appropriations recommended by the Board for the year under review, Shareholders will doubtless be pleased to see the Company in the position of being able to revert to a dividend paying basis after a period of four years, during which no distribution has been made; nevertheless, I think I may usefully inform you that during that period the Company has transferred a sum of no less than \$2,500,000 to the augmentation of its Reserves, in spite of the difficult times through which it has passed (due very largely to financial stringency entailing heavy demands in regard to interest payments in respect of borrowed capital, and enhanced by the series of events connected with the disturbances in China, which have naturally acted as a strong deterrent to its earning power) and I am justified in claiming as adequate testimony to the stability of your undertaking the fact that, in the past four years, its business has not only been able to cope with all its difficulties, but has also during that period never presented you with an adverse balance at Profit and Loss Account. In reference to the matter of "Reserves," I would incidentally point out that your Directors recommend that the sum of \$1,000,000 which has been voted from time to time from profits to the credit of the "Construction and Development Reserve" be transferred to a "Reserve for Depreciation," since the designation of the former Reserve would now appear irrelevant in view of the Company having

ing no major construction programme in hand. There being no further items which appear to call for explanation, I trust that the appropriations recommended by the Board will meet with shareholders' approval.

### Peninsula Hotel

Although formally opened in the middle of December 1928, and operated throughout the whole of the year 1929, it was not until during the latter months of the last mentioned year that this establishment demonstrated its capacity, even when filled to its utmost limit, to cope with the situation to the complete satisfaction of its patrons—a state of affairs which has occurred on so many occasions during the recent "travelling season," that the action of your Board in embarking upon the construction and complete equipment of this fine establishment has already—although the Hotel has only recently completed its first year of operation—met with exceedingly gratifying results. Experience during the past season has shown that this Hotel is well established as the venue for all local functions and festivities of importance and already holds a premier position in the lists of travel bureaux and others responsible for the mapping out of itineraries of travellers to the Orient. The presence of this, the most modern hotel in the Colony, is undoubtedly an added attraction to the Port and a factor of very material influence in the prolongation of the visits of transients here with the consequent benefit to other interests than its own in the Colony.

### Bus Service

I am pleased to say that the measure of support accorded to the Queen's Road Motor Bus Service during the past year has fully justified the optimism I expressed from the Chair last year in connection with the necessity for the inauguration of a de luxe bus service through the central part of the city. Evidence that such necessity existed, and that the expenditure involved in the provision of the fine fleet of vehicles your Company now owns was justified, can be obtained at any time from casual observation of the buses in operation.

An increase in the number of vehicles running on the "University" route was made as from the beginning of September last. This increase coincided with the institution of a 10 cent fare over that route instead of the previous rate of 20 cents. It will be gratifying to shareholders to know that the new system has been a success from its inception, and has resulted in the revenue derived from that route becoming almost double that previously obtained therefrom.

### Repulse Bay

Your Board has under consideration the question of an augmentation of the bus service to Repulse Bay Beach at reduced rates, in the coming summer season, and the establishment of a bathing pavilion at that resort, offering in the matter of dressing rooms and the provision of refreshments, facilities to meet the growing demand for transportation and accommodation, at rates within the scope of those with moderate means.

It is interesting to note in connection with our bus services that the number of passengers carried over all routes during the year 1929 approximated 5½ millions.

In view of the statement made by the Chairman of the Hong Kong Tramways, Ltd. at that Company's Annual General Meeting held recently, Shareholders will doubtless expect me to make some reference to the subject of the possible affiliation of the transportation services of the respective companies. In this connection, although "pourparlers" have already taken place, nothing definite has materialised up to date. In the circumstances, it would appear imprudent for me, at this juncture, to offer any comments as to the possible outcome of negotiations; nevertheless, I deem it opportune to assure Shareholders that the policy of the Board in this matter is one of conciliation towards the Tramway Co., since it is probable that—provided some mutually beneficial arrangement can be entered into—an affiliation of the respective services would be to the benefit alike of the interests of the two Companies concerned and of the

local community; but your Board is not disposed to lose sight of the fact that this Company were for many years the pioneers of motorbus transport in the Colony and incidentally for a lengthy period operated unprofitable routes; consequently your Board is not prepared to entertain the handing over of this portion of your Company's activities without adequate compensation.

### Majestic Hotel

As most shareholders are aware, the Majestic Hotel, Shanghai, opened in 1924, has under this Company's management, achieved during the past five years a world-wide reputation for its accommodation, service and appointments, and the brilliance of the innumerable functions pertaining to many nationalities which have been staged there. When the property was purchased by this Company, it was intended that the extensive grounds in which the hotel building is situated should be developed, but the situation which arose in June 1925 postponed the progress of your Board's policy in this matter, and since that time financial conditions have failed to warrant the developments previously contemplated.

Moreover, the general conditions obtaining in North China during the past few years have not been such as to inspire your Board with the confidence necessary to justify their sinking further funds in the property. When, therefore, a cash offer for the purchase of the hotel was received towards the end of last year, your Board considered that its acceptance was, in the circumstances, proper. The receipt of the purchase price has had the effect of largely reducing the Company's indebtedness to the Bank and will effect considerable saving in interest charges, regarding which I may incidentally add that as the Company has no large programme of extension in prospect, and as the greater portion of its revenue is in the nature of cash transactions, it should henceforth be able to effect further material reductions of its overdraft from time to time.

There being no further matters to which I can usefully refer, I now formally propose that the Report of the Directors and the Accounts for the financial year ended December 31 1929, as presented be adopted, and that the following appropriations recommended by your Directors, as incorporated in the balance sheet, be carried into effect, namely:—

|                                                        |              |
|--------------------------------------------------------|--------------|
| Pay a Dividend of 50 cents per share on 796,857 Shares | \$398,178.50 |
| Transfer to Exchange Fluctuation                       | 150,000.00   |
| Transfer to Repairs and Renewals a/c                   | 100,000.00   |
| Carry forward to new account                           | 143,114.93   |
|                                                        | \$791,293.43 |

and I shall be obliged if a shareholder will kindly second such proposal, whereupon questions as to the Report and Accounts may be raised.

Mr. C. G. Moxon, said:—When I say that I rise with pleasure to second the adoption of the report and accounts now before this meeting, it is no empty formula. For a variety of causes, over many of which our Board has had no control, this Company has been in the wilderness for a matter of five years, and it must be a source of

### "COASTWISE"

#### Phases of Sea Life in Cartoons.

From the Newspaper Enterprise, Limited, the *Sunday Herald* has received a copy of a snappy collection of cartoons dealing with life in the China Sea. The artist, Mr. Bonnett, has a rare sense of humour, some of his caricatures being decidedly above the average.

Particularly good are "Rare Happenings on the Coast," "The Trevesa Trophy Race," "More Sea Terms Illustrated," "The C.C.O.G.," "The Uddelst," which is very neatly printed, with an attractive coloured cover, is on sale at one dollar.

no little gratification to my fellow shareholders—as it is to me personally—to hear that, at length, we have been brought to a land, which, if not actually flowing with milk and honey, at least affords us better fare than of late, and opens up brighter prospects than have been our lot for some few years past.

When you consider that we now own six well equipped Hotels, an excellently conducted and well patronised Motorbus service, and that our indebtedness to our Bankers has been reduced by some three million dollars—coupled with the fact, as the Chairman has just informed us, that there is every indication that such indebtedness will be materially reduced out of earnings in the future—I think I may say that it bears excellent testimony to the fact that the carrying powers of our undertaking are considerable, and, under more or less normal conditions, should be capable of material expansion.

As I said two years ago, we are, in effect, a public utility Company, and I consider that, with the completion of the Peninsula Hotel, we not only have an asset with great possibilities from a revenue producing viewpoint, but, furthermore, the Colony has also gained an asset of which it should be justly proud. In spite of many gloomy predictions, this Hotel has proved a great success and, if I were an Irishman, I might say that our white elephant has turned into a swan; and I am firmly convinced that, as years go by, the Peninsula Hotel at Kowloon, on the Peninsula Hotel at Kowloon, will become world-famous, and that when the state of chaos that seems to pervade inside the borders of our great neighbour does disappear—as I think it undoubtedly will—then, I think, the owners of our fine hostelry will reap a rich reward for their far-sightedness in embarking upon this great undertaking.

If I may add a personal note, I may say that I have at all times viewed with a certain amount of misapprehension the matter of our embarking upon ventures outside of Hong Kong. In the circumstances, I may add that I speak feelingly when I congratulate the Board on their sale of the "Majestic" property.

I am glad to see our Bus and Garage Department has reaped the measure of success it so justly deserves, having regard to the pioneering work embarked upon by our Company in this particular portion of its business, and whilst on this subject, it is gratifying to hear from the Chair that this asset will not be parted with unless for a substantial quid pro quo. Our transport business has proved a great boon to the public, and I think all will agree that the service it renders is excellent and its management most efficient, in which connection I may add that it is not the first time in our history that this Company has served the Colony faithfully; in fact, in my considered opinion, there is a big score to our credit—Repulse Bay and its development, cheap meals for all in the "Strike" days, efficient transportation services, and, last, but not least, the Peninsula Hotel, a great attraction to tourists who are welcomed here by most sections of the community.

In the circumstances I have no hesitation in saying that this Company, to my mind, deserves success, and I think is now on the high road to attain it. With these few remarks, Mr. Chairman, I have much pleasure in seconding the adoption of the report and accounts.

Chairman:—There being no question, I will now put to the meeting the resolution for the adoption of the report and accounts and the carrying into effect of the Appropriations recommended by the Company's Board of Directors, as above indicated.

Carried unanimously.  
Chairman: The next business with which we have to deal, Gentlemen, is the election of a Director. As you will have observed from the printed Report, Sir Ely Kadoorie retires by rotation, but being eligible offers himself for re-election.

Hon. Dr. R. H. Kotewall proposed, and Mr. G. H. Potts seconded the re-election of Sir Ely Kadoorie. Carried unanimously.

## HUNTERS' EQUIPMENT

OF THE FIRST QUALITY



ARMS AND AMMUNITION.  
FIELD GLASSES.  
CAMPING EQUIPMENT.  
NO-BATTERY FLASHLIGHTS.  
SHIRTS AND JACKETS.

THE HONG KONG SPORTING ARMS & AMMUNITION STORE  
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ESTIMATES FREE.

## NEW SHIPMENT JUST RECEIVED.

New Printed Brige Coats, Kimonos,  
Radium Crepe and also New Shades  
Kayser Stockings.

Washing Silk Pyjamas and Shirts.

You are cordially invited to call and inspect

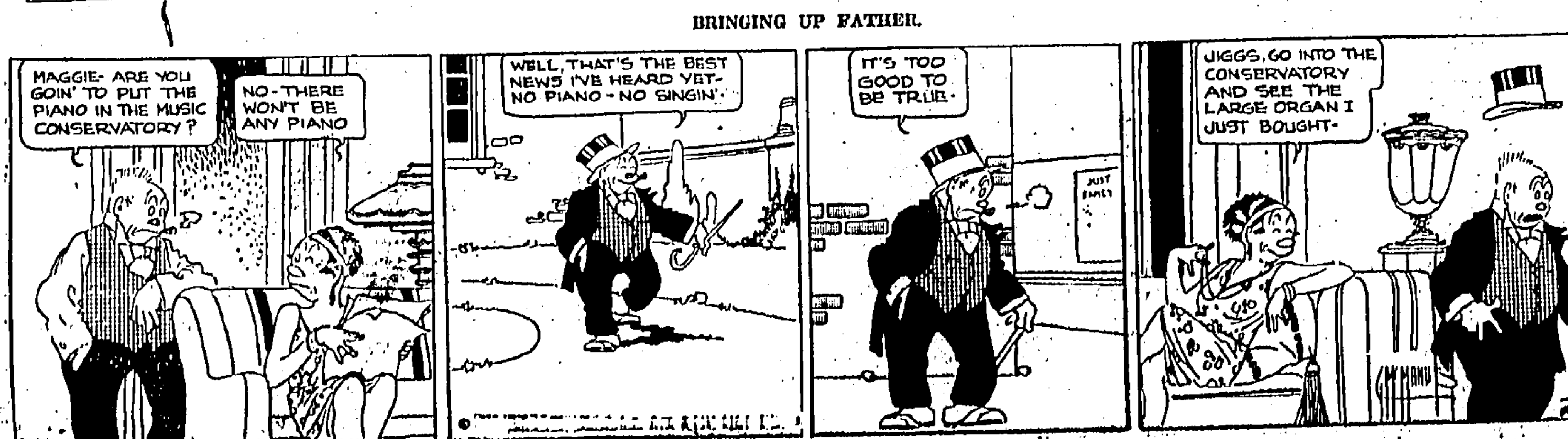
AT  
**THE TAJMAHAL SILK STORE**

No. 5, Wyndham St.

opposite China Mall.

Chairman: The final business with which we have to deal is the re-election of auditors for the ensuing year. The accounts for the period under review have been audited by Messrs. Percy Smith, Seth and Fleming, who are eligible and offer themselves for re-election. Mr. Lawrence Kadoorie proposed,

and Mr. J. T. Bagram seconded their re-election.  
Carried unanimously.  
Chairman: That concludes the business of this Meeting, Gentlemen, and I thank you for your attendance. Dividend Warrants may be obtained on application at the Secretary's Office on Monday.



## 3-IN-ONE OIL

IS an oil compound, light, penetrating, absolutely pure with three primary functions.

First—Oils every light mechanism.  
Second—Cleans and polishes all varnished and oiled surfaces.  
Third—Prevents rust and tarnish in any climate, no matter how damp.

WRITE FOR A FREE SAMPLE

Sole Agents:—  
**CONNELL BROS. COMPANY,**  
David House, Des Voeux Rd. C.



## DAIRY FARM NEWS.

JUST RECEIVED

## DANISH BACON

\$1.20 per lb.

IN RASHERS.

## ENGLISH HAMS

BISHOPGATE BRAND.

\$1.20 per lb.

BY THE PIECE.

FIRST CLASS QUALITY.

The Dairy Farm Ice &amp; Cold Storage Co., Ltd

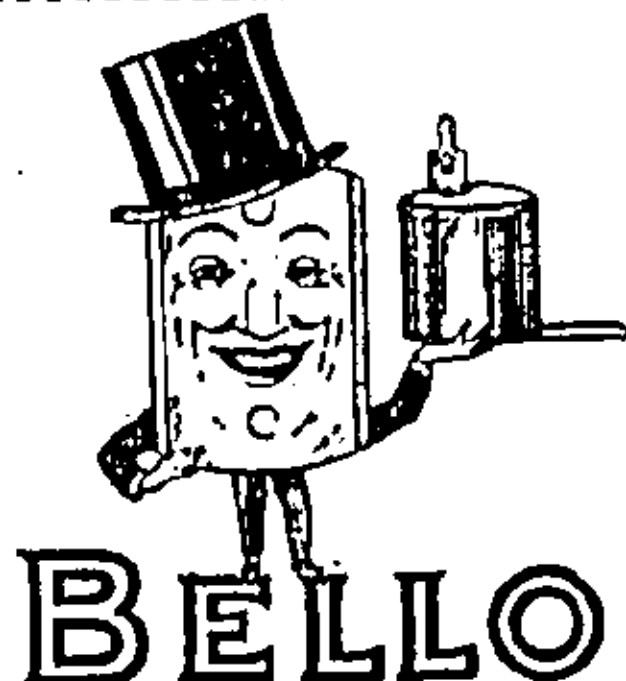
## PETER DAWSON



"Yes! You said it  
Nothing like a 'wee drop' of P.D. Whisky."

OBTAINABLE EVERYWHERE.

Sole Agents:—  
**H. RUTTONJEE & SON.**  
HONG KONG.



BELLO

"Hello, Everybody, I'm BELLO"

"Pleased to meet you, especially on a morning like this when I'm in need of a new blade and cannot find one anywhere."

"You're right there, I'm not only of service to you in cases of emergency like this but reckon up the economy in the long run. My cost to you now is only \$3.50 at all retail stores, but the savings on your blades will more than make up for it in less than no time. I want to introduce you to my pal too, the SERVICE BLADE. Obtainable at the same places."

Sole Distributors:

**NOX-ALL TRADING COMPANY,**  
10, Queen's Road, Central.

## HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

Upper Levels . . . \$21.00 per ton  
Mid-Level . . . 20.00 per ton  
Central District . . . 19.00 per ton  
Kowloon . . . 21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton  
Mid-Level . . . 18.50 per ton  
Central District . . . 17.50 per ton  
Kowloon . . . 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

**ARNHOLD & CO., LTD,**  
French Bank Building, Queen's Road Central.

## KOREAN MISSION CLOTH

GUARANTEED

Not to Fade.

Not to Shrink.

Seldom Year Out.

Sole Agents:

**BITZER & CO.,**

Queens' Midg., 2nd floor,  
Ice House Street.



We read in Thursday's papers of the Evangelisation of the New Territories but what about the de-mosquitoisation of the infernal place, the demobilisation of the Garbage Heap at Tai-po Market, and the canalisation of a few streams to make the water run.

It is observed from Shipping the Hong Kong Chamber of Commerce report for 1929 that there was a marked increase in the port of Hong Kong in the number and tonnage of vessels entered and cleared in 1929 over 1928 which is attributed to the inclusion of 18,012 Consignancy and Dust Barges of 1,109,384 tons in the 1929 figures. Tai-po is fitting a brace of seaplane floats to her garbage barrow so that the 1930 figures should again exceed the 1929 figures, holding in view that Tai-po is now one of the ports of the Colony.

The Burgomaster Ideal Golf of Tai-po informed the meeting that from the point of view of the Anopheles Maternity Home, it was extremely fortunate that the Playing Fields Committee failed to get their optics on to the 60 uncultivated padd fields in the immediate vicinity of the residences of two Government departmental heads at Tai-po. This particular area, which would make an ideal 9 hole golf course, was the principal exercise space at 5 sq. ft. per person of the Home inmates and must not be interfered with.

Partridges are Mosquitoes, paired up in waiting for the cold weather to clear away, and

give them an opportunity of getting on with the all important matter of nesting, and many other varieties of birds, such as gulls and ducks are also longing for a mild change. Mosquitoes are already preparing in the Mosquitoes and it is most amusing to look for a little time at the busy scene, and hear the mosquitoes utter so many different kinds of sounds while at work, like a squad of labourers with a foreman giving out the orders, and to all intents and purposes there seems to be method in the whole thing, and that it is all being understood and acted on. It is really one of the most wonderful things in mosquito life.

The pavement artist Artist. appearance in Hong Kong. During the past week he has been seen day after day taking up his pitch on the pavement at the top of Wyndham Street, opposite the Dairy Farm, and invariably with a crowd of admiring Chinese around him.

He does not paint on the pavement, however, and he does not use coloured chalks. Instead, his stock in trade is a pile of paper, a couple of pencils and a box of water colour paints. In front of him is a cardboard with some Chinese characters on it and the following in English: "Two cents buy one."

This artist does not reach your pocket through your "tummy," he does not paint a fish on a plate. No, Sir. He paints dragons, and such extraordinary dragons too. One in particular looked at once ferocious and placid. With a most fearsome head, wide open mouth, flaming tongue, and terrible eyes, it looked as if it were ready to eat you up, but your alarm disappears when you look at the rest of it. The body is curled up in sweet repose!

It is at times interesting to sit beside the tourists on a Tourist. Ferry for the purpose of listening to their views about Hong Kong. The other day a tourist, rather ripe in years, sat opposite his wife on a Ferry. Some distance across the lady exclaimed: "Say, there's that British aeroplane ship, the Hermes." "Oh yes, so it is," replied the gentleman as he glanced over in the ship's direction, as she lay moored to her buoy. "But she is much bluer in colour than the American ones," rejoined the lady. "Ah, yes," gestured hubbly, "but how stately she looks, very stately, as do all the other British warships." The two then gazed about in admiration, until the husband broke the silence by exclaiming: "You know, I think Hong Kong at night time is most beautiful about eleven o'clock, with those shops along the Praya all gaily bedecked in lights." The lady nodded with appreciation. Then, as the wind was blowing hard, a large junk went sailing past, full rigged, close to the Ferry. "Say, how would you like to own that as your private yacht?" asked the gentleman. The rest of the conversation was lost in the din of getting alongside at Kowloon and bumping the wharf.

Congratulations to 26 Years' Mr. G. W. Coysh, Service. Deputy Shipping Office, who to-day completes 26 years in the service of the Government. He was originally appointed a Third Class Sanitary Inspector on April 6, 1904, rising to the Second Class in January of the following year, and the First Class on May 6, 1914. He was appointed to the Harbour Masters' Department on November 20, 1920, as Deputy Shipping Master, which position he has now filled for the best part of ten years.

## SUNDAY SALLIES.

Some Sommel

A beard covers a multitude of grins.

The currency problem is still the current topic.

Art will make a big Noise at the University on Tuesday afternoon.

A man who has been on the dole for the last three years thinks that he is now due a rise.

One good turn deserves another—unless it happens to be one by a trick cyclist in Kowloon.

A Socialist M.P. advocates badges for M.P.'s.—Don't they badge each other enough already?

Cabled from Ireland that Cosgrave is still resident there so there's no cause to be grave over it.

Kowloon man: "How are you liking your new car?"  
Fenkitte: "Oh, just a little tight under the armpits."

The injury received by a Police officer in connection with the Hatching piracy seems to have developed into heart affection.

It seems strange that people who can't raise the wind after a Race meeting at Happy Valley or Kwanti usually finish by getting the wind up.

Horror upon horror! It is rumoured that Camera was looking slightly worried yesterday. Still, it's a terrible thing to have a heavy weight on your mind.

Says a contemporary: "Such an inquiry as that about to be made into the currency question should not be held entirely behind closed doors."—But it might jar if the doors were slightly ajar.

A Mathematical Congress is to be convened at the University to deal with the problem, exclusively reported, that a junk of 170 pencils carrying capacity had a cargo of 90 tons of kerosene oil.

Kayo Don in his new wonder racer hopes to travel at over 231 miles an hour when he tackles the world's record. K.D. will be O.K.—at the wheel—but it will be K.O. or anybody who is foolish enough to get in the way of his flying chariot.

At their annual inspection the Police looked an arresting lot of fellows.

"Where are all the poets who used to sing of the joys of Spring?" asks a critic.—Probably still waiting for it.

Miss Ruth Clover was not in clover but in Yaumati when a sneak thief decamped with her handbag containing \$34.

An actress who had been married only three weeks assaulted her husband with an umbrella.—These reigning stars!

Reported that the "Coons" at Miss Violet Capell's dance display were little stripped frocks to fit the dance.—The bare ideal!

Were the Hons at the City Hall fountain envious when they saw Mr. Henderson being lionised at the official opening of the trans-harbour pipe line?

Two Poles, with a business turnover of £100,000, cannot read, it was stated at the Old Bailey.—What an excellent excuse for ignoring those chatty little notes from the Income-Tax people.

Only if a fire lasts over two and a half hours can it be said that the Fire Brigade had a stiff fight.—The Stoviken blaze was merely a pipe opener, with stated intervals for a nap to save the firemen from getting overtired.

Gannie thinks these French and German Cabinets must be very poor samples of workmanship, as they seem to fall so often. She declares she has a what-not that is still as steady on its legs as it was when she was a girl.

The excitement of describing a dance display seems to be as great as reporting a Carnera bout. Thus one report told us that "a very small girl" . . . gravely executes a difficult Russian dance, and that . . . appeared in "a graceful and well excited dance."—Great and exciting indeed!

The power of the Scots: Reported in a morning contemporary that the Scottish Football Association recently ordered the Queen's Park Rangers' ground at Shepherd's Bush to be closed for a fortnight.—The S.F.A. will have designs on the control of "soccer" in this Colony next!

Won't that inveterate pipe smoker, Mr. Stanley Baldwin, be envious when he hears of our trans-harbour pipe of 5,914 feet?

Weather and horse-racing are barbers' main topics of conversation, and one is about as speculative as the other.

A Talkie serial has been made.—Mr. Henpeque of Kowloon says that he has been listening to "one all his married life."

"It was a battle of words, and I ran out of breath," declared a man charged with assault.—A "striking" example of forceful argument.

With Carnera it is all a labour of glove.

A Glasgow minister's church notice read:

EVENING SUBJECT:

"HELL."

Note. A new boiler has been installed and the heating is very satisfactory.

Says the Rev. T. Lindsay concerning Erasmus: "His prim appearance suggests a descent from a long line of maiden aunts."—Rather defamatory!

Some howlers:—  
"An antidote is a funny story you have heard before."  
"People in Venice go about in gorgonzolas."  
"Charles Wesley invented Methodism and was made Duke of Wellington."

"Cologne is famous for the odour made there."  
"Another name for Torics is Preservatives."  
"Divine diseases is water on the brain."

"The Tower of Babel was where Solomon's wives lived."  
"Dickens was a famous book-maker."

"The minerals of England are lemonade, lime-juice and soda-water."  
"A navigator in the strap worn by a navvy beneath the knee to prevent rats running up his leg."

"Nitrogen is not found in a free state. Therefore it is never found in Ireland."  
"A pedestrian is a person knocked over by a motor."

"C.I.D. means a copper in disguise."  
"Les uns, les autres is French for German and Austrians."

A noun in a dog used for hunting.

THE  
**HONG KONG**  
PENINSULA HOTEL:  
HONG KONG HOTEL, REPULSE BAY HOTEL,  
PEAK HOTEL.

AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL.

**HOTELS**  
LIMITED.

In association with the Grand Hotel des Wagons-Lits, Paris.

## STATION HOTEL

NATHAN ROAD.

Tel. K. 120. — Kowloon — Cables "Termotel."

PRIVATE RESIDENTIAL HOTEL—FINE SITUATION

UNEXCELLED CUISINE.

Most Moderate Terms.

Now under the personal supervision of the proprietors.

## AIRLIE HOTEL

23-25, NATHAN ROAD, KOWLOON

UNDER EUROPEAN MANAGEMENT

EXCELLENT CUISINE—MODERN APARTMENTS.

TERMS MODERATE.

THREE MINUTES FROM FERRY.

Tel. K. 357.

Cable Address: "AIRLIE."

## HOTEL GOWMAN

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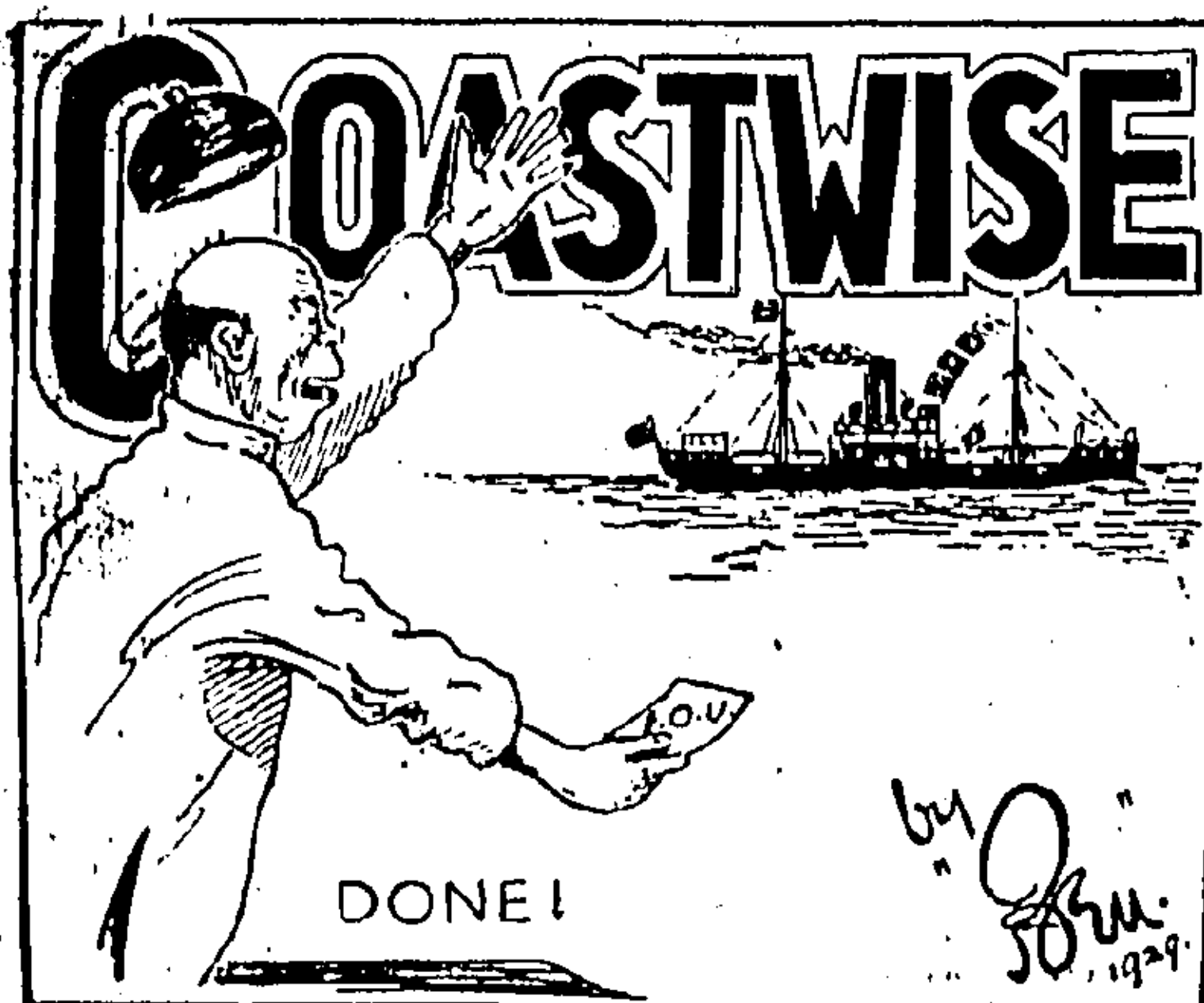
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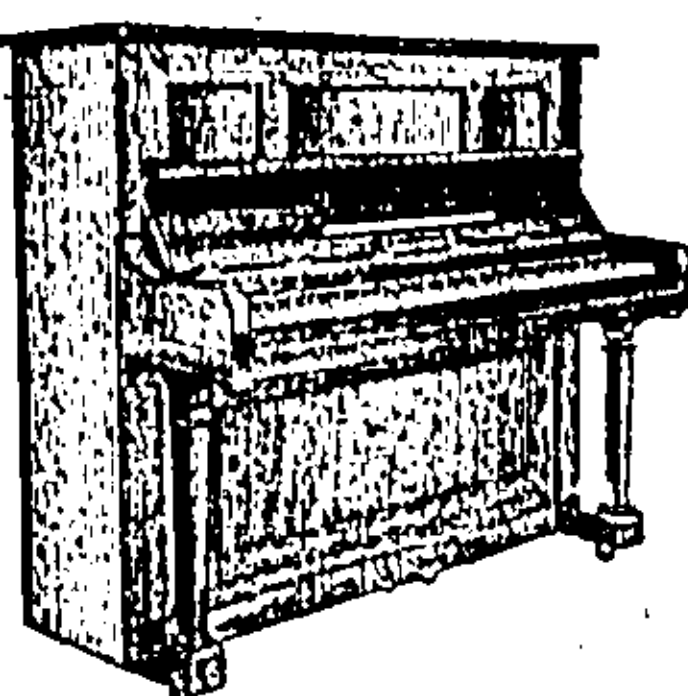
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HONG KONG, SUNDAY, APRIL 6, 1930.

### Why Not Railless Trams?

IN a letter to the Press a "Shareholder" of the Hong Kong Tramways Company, Limited, makes a successful thrust in his plea for railless trolleys. With the advent of motor buses, both by the Tramways Company and the Hong Kong and Shanghai Hotels, Limited, a tram service on rails has become effete, ineffective, cumbersome, and obstructive.

As pioneers of tram conveyance in the Colony the Tramways Company deserve every credit, for there is no doubt that the service was thoroughly appreciated in the days when motor buses were unknown on the streets of the Colony. As a "Shareholder" points out, however, it is now ludicrous to sit on the top of a tram running between Causeway Bay and Tai Koo waiting, at one of the crossings on the single line running between these points, and watch the buses which run on that route, crossing each other and passing the waiting tram. Do away with the rails entirely and run the service on railless trolley vehicles, and the trams would be passing each other in the same manner instead of being held up every now and then; and no provisions would have to be made out of the earnings of the Company for expenditure on track renewals and track making.

Having entered the field with a motor bus service it seems almost logical for the Tramways Company either to abolish trams altogether, unless on the very busiest expanse of its territory, or adopt the system of railless trolleys. The Chairman of the Tramways Company is quoted by "Shareholder" in regard to excerpts from a paper on "The Railless Trolley System: Its Sphere?" "Where the traffic demand necessitates the provision of less than 400 passenger seats per hour in one direction, the motor bus is unassailable." But, says the author of the paper in question, "where traffic warrants a service giving between 400 and 1,000 passengers' seats per hour in one direction, with a corresponding increase in the number of passenger stops per mile, and particularly over routes containing severe gradients, there appears to be sound reason for seriously considering the adoption of railless trolley vehicles."

The tramcar is only favoured for routes requiring services giving over 1,000 passenger seats per hour in one direction. Thus, as "Shareholder" points out, the only call for tramcars on double tracks seems to be between the Western Market and Percival Street. And many will agree with him that even in this area a better service could be given with railless trolley vehicles, as in Singapore.

The construction and continual maintenance of tram tracks involve an outlay far out of proportion to the actual earning capacity of a tramway company, whilst the low exchange must operate most severely in regard to future importations of rails. Moreover, as "Shareholder" also observes, why should the Tramways Company maintain costly tracks for the benefit of all heavy traffic and for the benefit of the Government?

It is to be hoped that the last has not been heard of the numerous important points raised by "Shareholder" in the interests of the Tramways Company. Slow and tortuous modes of locomotion are a thing of the past, or should be, and it only becomes farcical for trams and buses owned by the same concern to be competing with each other on the same routes. We trust that "A Shareholder's" views will elicit expressions of opinion from the Tramways Company Directors as well as from other shareholders.

### HONG KONG FAIRY STORIES

The silver glut in the Colony has made everybody perfectly happy.

Riding in circles on a cycle is to be introduced as a test to persons charged with inebriety.

The London Hospital has asked that future dance displays be

given in aid of purely local charities.

Locally employed Russians have agreed to vacate their jobs in favour of Britons at present unemployed.

All the youthful cyclists convicted of riding in circles in Kowloon have been given free tickets to the Circus.

## CORRESPONDENCE

### RUSSIAN EMIGRES

(To the Editor of "Sunday Herald")  
Sir,—I shall be obliged if you will find it possible to publish the following lines in reply to the letter of "Hong-kongite."

The writer, if he is not in sympathy with the present Communist ideas which are being so vigorously spread from the present Russia, must realise that it is the natural right of every employer to employ the most efficient labour he can find and at the best price obtainable. It is for this reason only that some Russians have found employment in Hong Kong. With the exception of a handful of the majority of the Russians now in Hong Kong are in non-British employment. The British employer in Hong Kong and elsewhere has always been patriotic, and, wherever possible, has given employment to his countrymen.

Among the millions of unemployed in Britain there is a considerable number of people who are not merely unemployed, but unemployable. It is people of the latter category that the Hong Kong authorities are sometimes compelled to detain and subsequently to repatriate.

The Russian refugees are outside Russia because they are in opposition to the Communist regime, and, when the conditions change in Russia, they will form the nucleus of the new Russia, organised on sane and moral lines. The unemployment problem in Great Britain will then be automatically solved, and if the writer wishes this to be brought about soon, he would be illogical to join the few who are at present troubling themselves about the unfortunate Russian emigres.

Yours, etc.,

RECENTLY A RUSSIAN HONGKONGITE.

Sir,—When "Hong Kongite" was writing his letter "Russians in Hong Kong" I wonder if he gave a thought to the number of these people that have been employed here within the last year.

As very few firms have increased their staffs, and men were employed in these positions before they came, it must have caused an increase in the local unemployed list.

I am sure these people would not be allowed to wander into Britain of their own free will to settle down in other men's positions, so why should they be allowed to do so in Hong Kong?

You must admit the name "House of Detention" sounds very nice but why not call it by its proper name "Victory Jail," for that is where the so-called vagrants are sent. Many of them are genuine cases who are down through bad luck, and are only too willing to work, but what hopes have they while there is so much cheap labour around?

Some time ago a picture appeared in one of the local newspapers showing seven Russians who had under-earned seven coolies in wages at a golf course in Shanghai. I wonder if that sort of thing will be occurring here in the near future.

Yours, etc.,

W.

## CANTON POLICE.

### Men Encouraged to Take Up Athletics.

Canton, Friday.  
That the police force may be brought up to a high pitch of physical fitness, in order that they may be able to discharge their duties efficiently, the Bureau of Public Safety has now introduced athletics as a compulsory part of the training of the members. For this purpose a Police Athletic Association has been formed to encourage the men to take up various forms of athletic games, namely, tennis, football, Chinese boxing, volleyball and basketball. To each department of games, a special instructor to train the men into the games properly. Already, the police have distinguished themselves in football, as they have defeated a strong team from a local college.

To show how earnest General Auyang Kuei, the Chief of Police, is concerned in athletics matters, he has divided Canton into four athletic sections: Tungshan, Sankwan, Hoonan and Ta Fatsze. Each section has its own recreation ground, but there will be a common ground for all, as steps have already been taken to lay out a large athletic field, containing about 40 mowas, which is on the rear of the Kuan Ying Hill. It is expected that this ground will be completed some time in June.

**Training Course.**  
The general policy of the Bureau is to replace within three years all the old members of the force by newly trained young men. This is being done by training men students in the police school, where after an intensive six months' course they are drafted into the different sub-bureaus, and the old men are automatically retired from service, each receiving a bonus of two months' salaries.

The school receives for each term of six months a batch of 800 students between the ages of 18 and 25, after having undergone a severe test, in which the physical plays a small part. Since the commencement of the school, 800 students have passed out as fully trained policemen and supplanted old mem-

## NEW CHINA.

### The Progressive District of Chung Shan.

#### GOOD ROADS: NO BRIGANDS.

#### Public Adequately Protected by Police.

#### STABLE GOVERNMENT.

There are two model areas in China—the province of Shansi and the district of Chung Shan. Many have heard of Shansi, because of its general progressiveness, its two thousand or more of motor roads, its freedom from brigandage, its stable government, and its administrator, Yen Hsi-shan. But few out of China know anything about Chung Shan—much less of its being a model district. Hence, a brief account of its political constitution and schemes for future expansion may not be without interest.

### BIRTHPLACE OF DR. SUN YAT-SEN.

Chung Shan, formerly known as Heungshan, is the birthplace of the Kuomintang leader, Dr. Sun Yat-sen, and is named after him, (he was popularly known to the masses in China and overseas as Chung Shan).

Chung Shan is contiguous to Macao, a narrow strip of land connecting the two places, between which daily contact is established both by road and river.

#### Re-Birth of Chung Shan.

Two years ago, Chung Shan was politically reconstructed on lines hitherto unknown and untried in China. With the sanction of the Central Political Government, Chung Shan was given a charter during the Tutelage Period under which it is now ruled by a committee, independent of the Kwangtung Provincial Government.

Immediately under this committee is the Chung Shan magistrate, who carries out its policy, and administers the affairs of the district government. Functioning under the direct control of the magistrate are the following bureaux: Finance, Police, Re-Construction, and Education.

The present magistrate, recently appointed, is Mr. Wong Kue-su, who assumed office on March 25. As the materials of these articles were gathered during the office of his predecessor, Mr. Li Lu-chao, attention will be confined to the work achieved under the last (Mr. Li's) administration—an administration that will long be remembered by the people of the Model District for its efficiency and integrity and comprehensive and progressive planning.

Magistrate Li Lu-chao was ably assisted in his short term of one year by four young men, each being chosen for his particular qualifications. Mr. Mok Su-che was Commissioner of Finance, Mr. Chang Chuk, Commissioner of Police, Mr. Chang Chung-lin, Commissioner of Re-Construction, and Mr. Wong Hsi-shing, Commissioner of Education.

**Finance Bureau.**  
The Finance Bureau collects all the local revenues, and, after deducting \$30,000 monthly for administrative expenses, remits the balance to the Provincial Finance Department at Canton. Under Mr. Mok, a most effective system of checking receipts and expenditures was devised, so that squeeze was practically eliminated.

A modern method of bookkeeping was introduced, and the accounts were completed at the end of the day, with vouchers for all moneys received and paid out, so that the Magistrate and the general public—the books were open to inspection—knew at any time exactly how the Administration stood financially. Whatever other claims Chung Shan may have for being a Model District, certainly as far as the financial accounting of receipts and expenditures was concerned, the claim was fully justified in Magistrate Li's term. One only wishes that the same system of public accounting was introduced in every part of China.

**Police Bureau.**  
The district is divided into police areas under the control of the headquarters at Shekhi, which is the seat

of the different sub-bureaus. By this system of elimination, it is expected that at the end of three years there will be 4,800 newly-trained men in the force. Those who have been retired, are entitled to enter the force for the same training as given to the students, providing they are within age limit.

**Pension System.**  
A novel feature of the police administration is the introduction of a pension system for retiring policemen who have graduated from the schools. Any member of the force at the time of retirement, having served a period of years or more is given a pension according to the amount of the salary at the time of retirement, the minimum being \$100 a year. It may be stated that this is probably the first time in Chinese Civil Service that pension is introduced as an encouragement to faithful and honest service. — Canton News Agency.

of the Government. There are 500 police and 200 guards at Shekhi and its suburbs; under the direct control of the Chief of Police, 2,000 militia and 2,000 reserved militia are scattered at different points of the district. The men are subjected to constant training and strict discipline, with the result that brigandage has been wiped out locally. It is the proud boast of Chung Shan to-day that its inhabitants can carry their money about in bags either in public buses or in hand push-carts, with every assurance of safety.

**Reconstruction Bureau.**  
The Bureau takes charge of the following matters:

1. Communications,
2. Commerce—gathering statistical data at present,
3. Public works,
4. Agricultural.

The constructive programme of the bureau is to lay out 400 good motor roads, which will tap and connect up all the important points of the district. This work will be completed within five years or less.

There are at present completed 68 miles of motor roads which are as follows:

|                                                      | miles. |
|------------------------------------------------------|--------|
| Ke-Kwan Road—total length                            | 45     |
| 45 miles—is finished from the Macao barrier to Tauli |        |
| Hung Road                                            | 30     |
| Ke-Wan Road                                          | 8      |
| Pu-Ying Road                                         | 2      |
| Lung-Tsang Road                                      | 12     |
| Kat-Tip Road                                         | 16     |

**Roads in Shekhi.**  
In Shekhi, there are two miles of concrete road and one mile of macadam. One new road is under construction and three more are already planned for, the total distance for the town roads will be over three miles.

There is one public park under construction, containing 40 mowas, in Shekhi, and in the suburbs there are 6 rice mills, but in the whole district more than 40 rice mills.

One electrical plant supplies the city with more lights than the voltage calls for, so that very poor service is rendered to the community. There are two other electrical plants in the country, which run rice mills during the day and supply electricity to the villages at night.

The principal export, which amounts to several millions annually, are vegetables, cabbage, bananas, Irish and sweet potatoes and fruits. The cabbages are shipped, via Hong Kong, principally to Annam, Malaya, and Philippine Islands.

**Educational Bureau.**  
There are 460 schools in the district, of which six are middle schools and the rest are primary schools. In Shekhi alone, there are 40 schools and no less than 15,000 students are attending them.

Of the six middle schools, one is under Government control and is confined to Junior and Senior classes; one Girls' Middle School, one Normal School, and the other three are ward schools.

The Government contributes \$13,000 monthly for the support of government schools. Private schools are maintained by revenues derived from rice fields, which have been allotted by each community for educational purposes.

**Athletics.**  
Much attention is given to athletics. There are two public playgrounds where annual athletic meets take place for the selection of a team to represent the district at the Provincial Athletic Meeting. Last year, Chung Shan carried first prize, which fact has considerably roused the athletic spirit of the schools.

There are so many new features in the schemes laid out by Mr. Li Lu-chao's administration, that space does not allow fuller treatment. But it may be said that there is to-day in Chung Shan a spirit of progress, strong and active, prevailing not only among the officials, but also among all classes, whose ambition is to make their native place a Model District in every sense, of the world.

Before concluding this brief account, it is due to the credit of the people of Chung Shan that they have eschewed gambling and opium smoking. For this reform alone, Chung Shan rightly deserves to be called the Model District. — Canton News Agency.



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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, APRIL 6, 1930.

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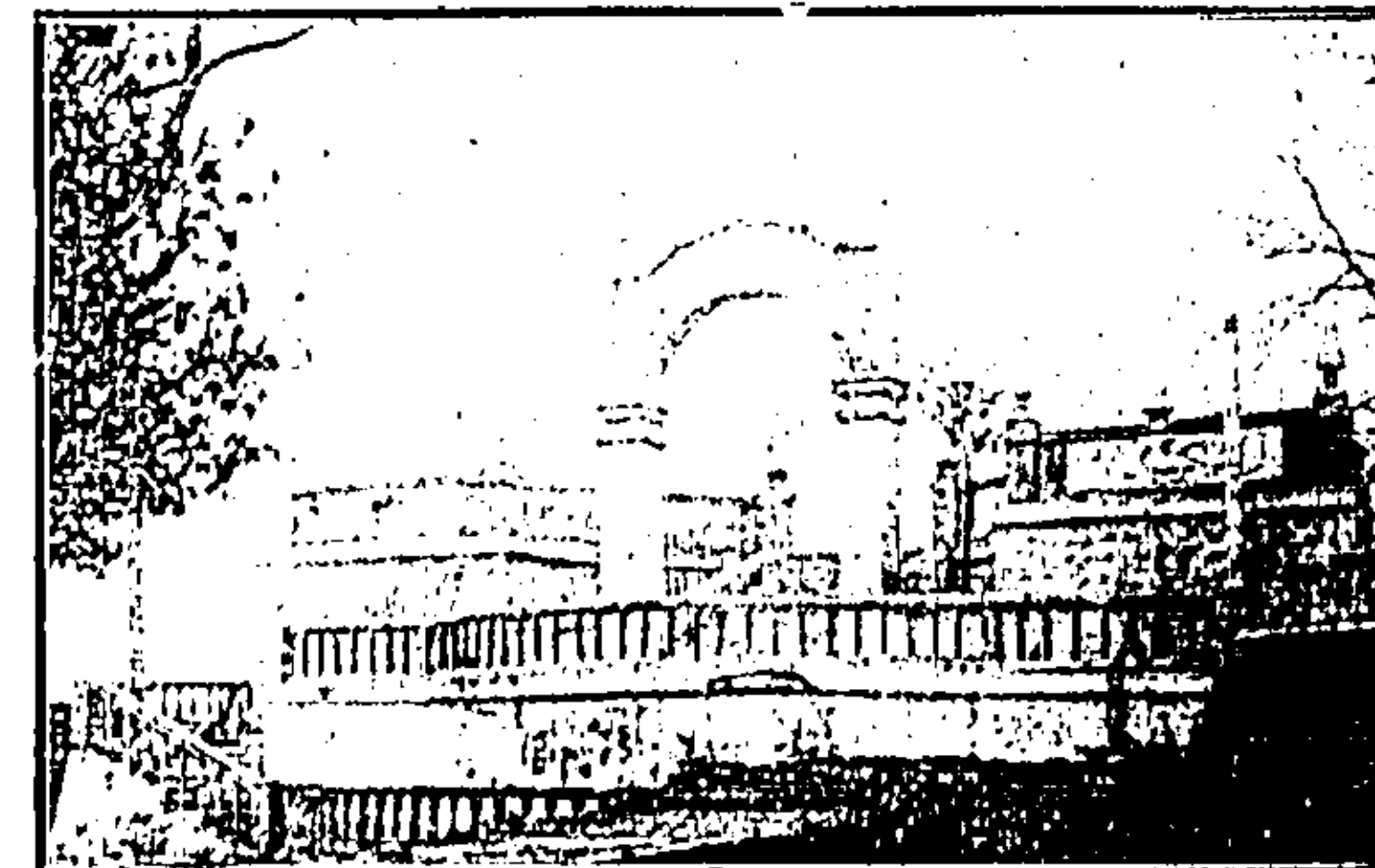
THE HON. MR. H. T. CREASY, C.B.E., Director of Public Works, addressing the gathering at the Queen's Statue pier, on Monday last, prior to the opening of the Colony's harbour pier line by His Excellency the Hon. Mr. W. T. Southern, C.M.G., who is seen in the group with Mrs. W. T. Southern, and Mr. R. M. Henderson, who designed the lines.—(K. Fujiyama).



TUG-OF-WAR. — A Tug-of-War between "C" Company, the Somerset Light Infantry and the other companies on Sunday, March 30. — (K. Fujiyama).



HISTORIC BOULDERS at Shekhi City, in the Chung Shing District, which are regarded as sacred objects by the Chinese population.



A FANTASTIC ARCHWAY, reminiscent of the architecture of Tibet, in the Public Park at Shekhi City, in Chung Shing District.



THE CLASS ROOM of the Chun-Shing Typewriting School, Hong Kong.



A FAMOUS JUDGE. — Baron Darling of Langham, created 1924. One of the most famous Judges in England. Judge of the King's Bench Division of the High Court of Justice, 1897-1923. Born December 6, 1849. — (Sport and General).



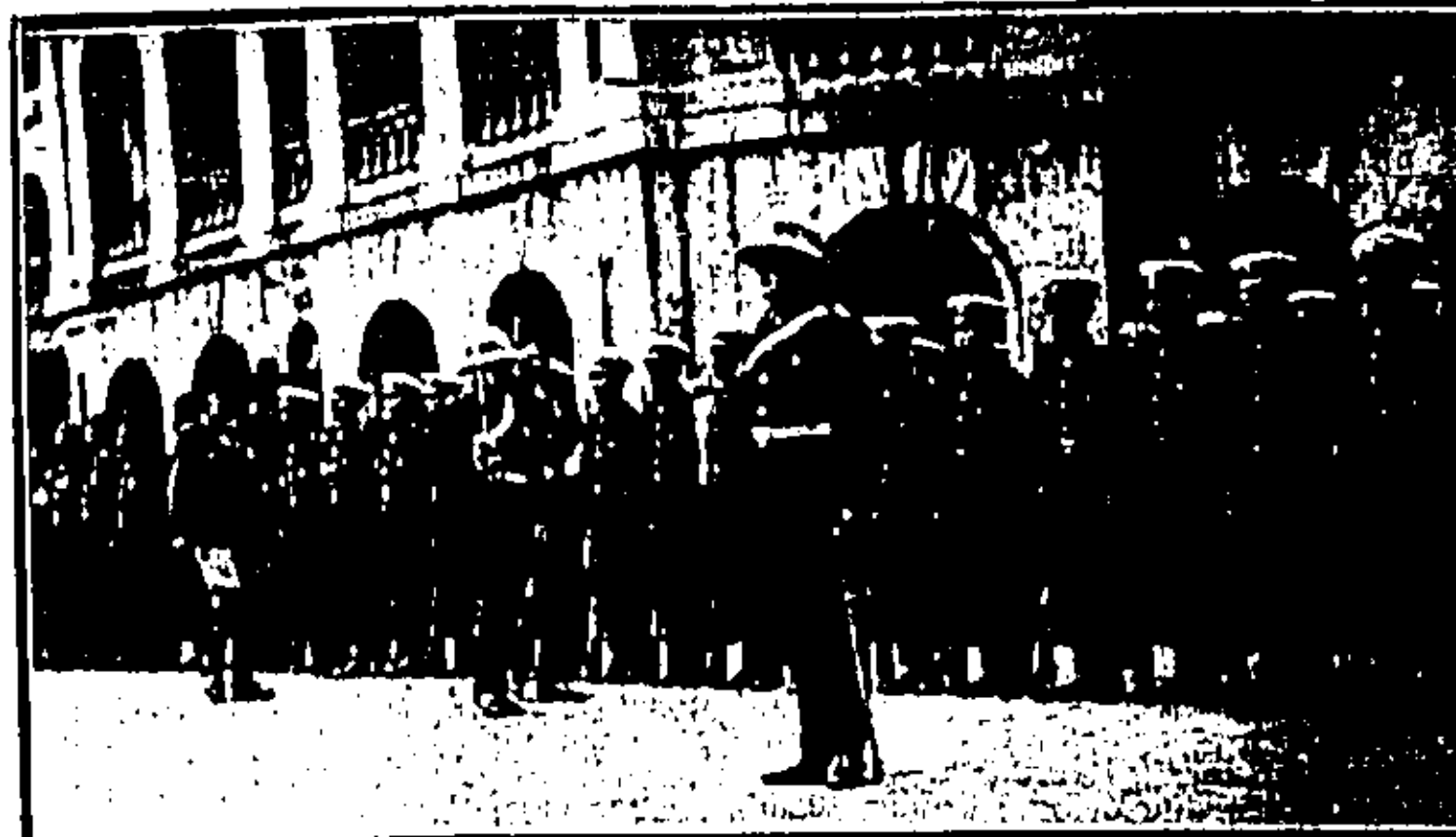
H.R.H. QUEEN MAUD OF NORWAY, the King's youngest sister, who never fails to pay an annual visit to her native country. — (Sport and General).



THE MARQUESS OF SALISBURY, K.G., succeeded to the title 1903. Leader of the House of Lords, 1925-29. — (Sport and General).



DEMONSTRATION of field stretcher work by members of the St. John Ambulance Brigade at the annual inspection at Murray Parade ground on March 27.—(Welcome Studio).



CHINESE POLICE.—Inspection of Cantonese policemen by the Hon. Mr. W. T. Southern during the annual Hong Kong Police inspection on March 28.—(K. Fujiyama).



ANNUAL INSPECTION.—H.E. the Officer Administering the Government inspecting the ranks of the St. John Ambulance Brigade at Murray Parade ground on March 27.—(K. Fujiyama).



MR. KWOK-CHUN-SHING, principal of the Chun-Shing Typewriting School, Hong Kong.

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WILL  
PLEASE  
THE KIDDIES

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Opposite Queen's Theatre.



# The Woman's Page



## SECRETS OF THE CHEF

### TOMATOES A LA PORTUGAISE

This is equally good for a breakfast or light luncheon dish. The tomatoes are cut into halves, the pulp removed, and the tomatoes sprinkled with salt and pepper. Half the yolk of a hard-boiled egg is then put into the place previously occupied by the pulp. The tomatoes are then sprinkled with boiled rice. If for a luncheon dish, cover with mayonnaise.

## TABLE LINEN

### Painted in Soft Pastel Shades

Now that we are well on in the year, our own festivities and those of our Chinese community over, when the din of their crackers has become but a memory, it behooves us to take stock of ourselves and see where we stand this year as regards things more lasting than fancy dresses.

It is true some of us are lucky enough to be homeward bound, and that others can say "next year," but there is a large proportion who must look forward a year or two before packing up for the home journey. This is surely a good opportunity to go thoroughly into our house-keeping needs and to see what we can of ourselves do to renovate and improve our linen. With the return of cross-stitch we cannot put up the plea of not being able to do fancy work, for cross-stitch is as simple as "falling off a log," as our Australian cousins say, and most effective. So why not start right away and make the house a set of cross-stitch linen mats? Four of these are all that is necessary to accommodate a bridge or majong table party, but it is well to set out with a determination to make six. Table mats to-day are to be cut large enough to accommodate cutlery, glasses and plates with ease; in fact its just like having a little table cloth all to yourself, as someone remarked. This innovation many of us think far preferable to the numberless little mats which formerly made up a set, and our work and the dabbles' is in consequence considerably minimised.

Linen has a lure of its own, especially table linen and many of us are glad to see it taking its place again in the shape of the real old-fashioned damask tablecloth. But if we have not actually gone this length, we have all of us a very soft spot for the white linen afternoon cloth on which we can work such fascinating designs. What is prettier than a square of snow white linen, hemstitched and daintily embroidered or painted in soft pastel shades? Picked up at odd moments of the day the work grows fast under our nimble fingers and we can make sets to suit our fancy; say, embroidery in soft pinks and greens for a table centre of roses; blue shades for hydrangeas, scarlet and red when the gardener hands us

## Perfect Afternoon Attire.



Consider this gown of beige crepe de Chine quite the thing for the afternoon. The dress was cut and followed along the Princess line, and allows the tight-fitting sleeves to flare just below the elbow. The square neck and the tipping skirt, which is in three tiers, are added attractions to this creation. The hat, of horsehair, and the fox fur, complement the dress.

a bunch of cannas in all their vivid glory. The very pretty fashion of fruit baskets now in vogue gives further opportunities for clever fingers; a brightly worked mat placed under our pre-breakfast, says a woman correspondent in the Singapore Free Press. She adds, "I saw a novel idea put forward lately in a fashion book which should appeal to us out East where so often we are troubled to find a suitable gift for a bachelor friend. This new idea was a 'bachelor table cloth' made of white linen on one corner of which two pipes, a cigar and matches carelessly strewn about had been worked; the match idea was also carried out on the six table napkins. I feel sure that many bachelor messes would appreciate such a gift."

Table decoration has seldom received so much attention as in these days, and there is no excuse for the housewife who does not take a personal interest in it and set out a dainty table when so much may be achieved with the minimum of trouble. And while on this subject of table appointments, have you experienced the joy of dining by candle light? If not, get out those silver candlesticks given you as wedding presents and for which so far you have found no use. Hunt round our European stores or native shops and you will find candles of all shades, some beautifully decorated, with which to grace your dinner table. Keep up the ensemble idea and have candles to match the flowers you choose for the time being. The mellow glow of candle light after a heavy day's work or play is so soothing, and beneath its gentle illumination, relaxation of the mind is more subtly accomplished than will ever be achieved by the prettiest of electric lamp bulbs or artistic shades.

## GLOVES ALL IMPORTANT.

The short gauntlet and elbow-length glove is the most important fashion accessory of the season, according to Travis Banton, Paramount stylist. In creating costumes for more than a score of stars in the musical-frolic, "Paramount on Parade," Banton selected, as chic accents shoulder-length gloves of nude suede for the formal gowns, elbow-length gloves in black suede for the afternoon frocks, and short gauntlets in natural doekskin for sport and street costumes.

## BRIGHTER BATHING.

### Coloured Costumes Approved.

A motion in favour of brighter swimming costumes was carried at the annual general meeting of the Amateur Swimming Association, at Bournemouth, so that in future competitors at games held under the auspices of the association will be able to make their meetings gay with coloured costumes.

The rules of the association were amended for this purpose, because hitherto they have permitted only dark blue or black costumes to be worn by competitors, both women and men.

Coloured costumes are now allowed "where the material is of wool or non-transparent texture." Mr. J. Myers (Bradford) said that cotton costumes in colours were not suitable, but coloured wool costumes were now available.

"Ladies are now going in for smarter and better-looking costumes," he said, "and I am afraid we shall be set at defiance."

Mr. J. Hodgson (Liverpool) said that many wool costumes now worn were more respectable than the cotton ones permitted by the association, while Mr. W. H. M. Marx (London) read a letter he had received from a prominent lady swimmer which stated that lady swimmers thought coloured costumes should be allowed, but that they must be of wool.

Mrs. A. M. Austin (London) said that some wool costumes could be much more indecent than cotton costumes. She had seen many coloured costumes which she would be ashamed to wear, particularly two-piece costumes.

After passing the resolution allowing coloured costumes, the meeting authorised the committee to consider the whole existing regulations relating to A.S.A. costumes, a report to be submitted to the Association Council on any changes.

## SPANISH INFLUENCE FELT.

A gown of gold cloth and red satin designed for Kay Francis to wear in the "Carmen" number in "Paramount On Parade" signals the approaching trend of a new mode. The princess lines of the bodice, the long ruffled skirt that ends in a train and the intricate neckline of Miss Francis's gown are almost modern in effect without losing the picturesque brilliance of the Spanish native costume.

## TROPICAL MOTIFS

Chiffons and crepes printed with profusions of palms, coconuts, passion flowers, and moss were utilised by Paramount stylists, for many of the costumes for the stars appearing in "Paramount On Parade." In one number Kay Francis wears a formal gown of heavy silk crepe, printed with the dense greens and warm yellows of a tropical forest.

## Egg Shell Satin Gown.



This gown is elaborated with finest convent lace and inter-woven with silver thread on a soufflé foundation. The circular features are the focus for the skirt which presents a particularly interesting feature.

## TWEED FASHIONS

The many attractions of silk in no way detract from the claims of all the great range of Spring and Summer tweeds.

Dark brown, pleasantly woven with white, produces the fashionable dark oatmeal shade, which is becoming and useful. Coats and skirts of this with cinnamon-shaded, tucked-in silk shirts, and small collars, cuffs, and ties of matching plique, are young-looking, while, as cool frocks, the new chiffon-tweeds look well under long coats or capes.

Tussore has been much worn on the Riviera, where the new pink is a favourite. Green Shantung looks lovely with a shady black hat and scalloped trimmings of a darker green. But coats are best for this material, although new capes daily appear. The cape-coat has become a recognised formal garment, and is at its best in soft silky materials.

## SLEEVE SUBSTITUTES USED

When is a sleeve not a sleeve? Travis Banton, creator of Paramount fashions, answered this question by designing jaunty capes and berthas for the frocks worn by Joan Peera in Paramount's production, "The Two Black Crows in the A.E.F.," starring Moran and Mack. Sport costumes as well as afternoon and evening gowns are sleeveless with circular capes, half shoulder capes and elbow length berthas lending flattering lines to the arms.

## Combination Garden Dress.



This ensemble consists of flowered taffeta ribbon, with imported Alencon lace. The attractive bustle effects are formed by the wide giraffe ends. The blue melon hat of silk, completes the costume.

## WEDDING ATTIRE

### Little Pages in Rose Brocade

Lady Hermione Lytton returned to London from Paris in mail week to choose the dress for her wedding on April 3, at Knolworth, to Mr. Cameron Cobbold.

For the bridesmaids lovely blush-rose pink frocks were designed, the little girls having ashes of ribbon trimmed with faded flowers. Lady Davina's dress was of the same pink chiffon, but a little more sophisticated in style.

Lady Rose Paget, the Marchioness of Anglessey's young daughter, was a charming picture with her dark curls. The other little maids included Lady Joan Penke's daughter Sonia.

The seventeen bridesmaids and pages made a pretty procession through the park at Knolworth. Lady Davina Lytton, whose name is taken from David, as the only grown-up attendant, walked last in the retinue. The eight tiny boys who accompanied the eight little girls were well matched in height.

Several have had former experience in this duty, such as Mathew Ridley, Viscountess Ridley's son, who appeared in a similar capacity when Miss Mary Lyttons became Mrs. Sewell. Lady Violet Benson's boy Jeremy has also been a page several times before, and likes the idea immensely; but Mrs. Cory-Wright's twins, David and Jonathan have appeared only once before in a bridal retinue.

The Duke of Rutland's youngest son, Lord Roger Manners, who is a mere four years of age, led the little couples, with Master Billy Wallace, Captain and Mrs. Euan Wallace's little boy, Master Hugon Charteris and Master Timmy Adams were other pages. Their rose-pink heralds' suits were of a rich brocade with a design in gold, and pink silk hose matched them.

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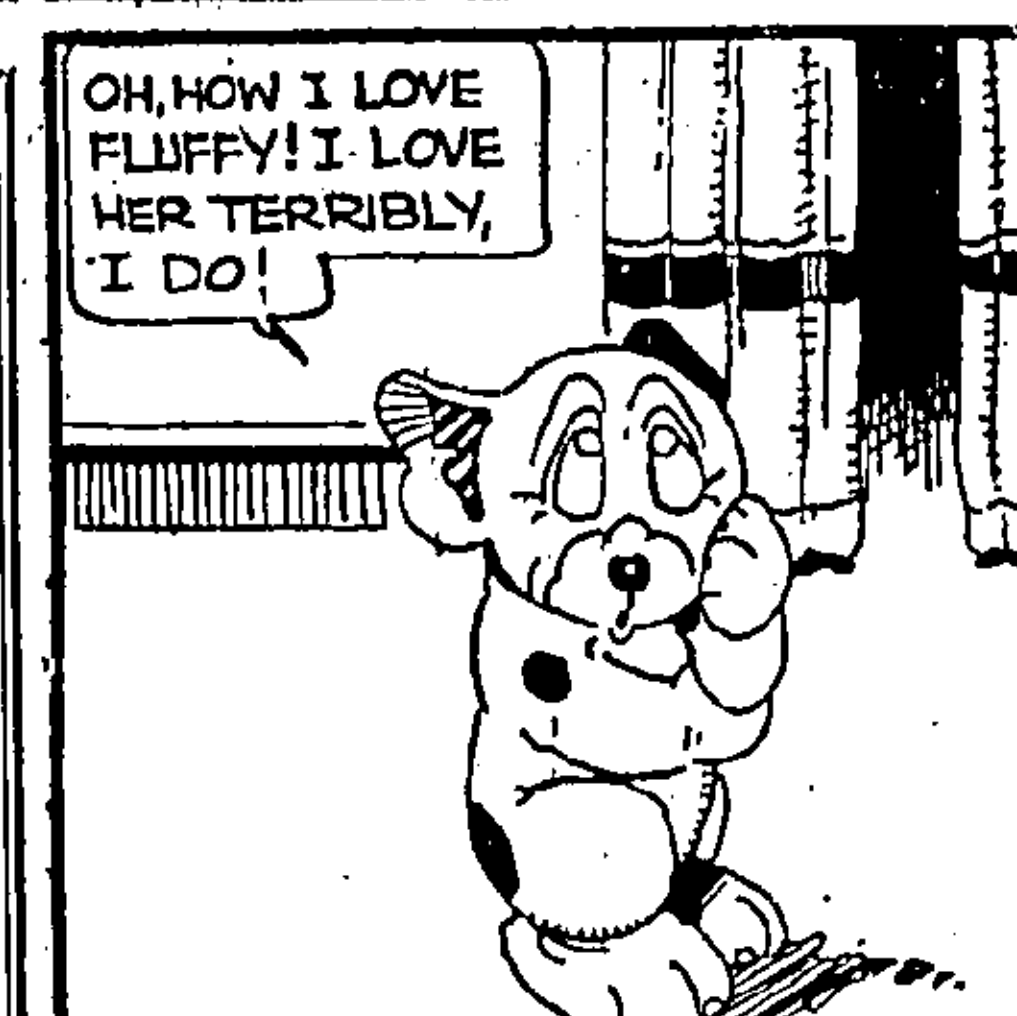
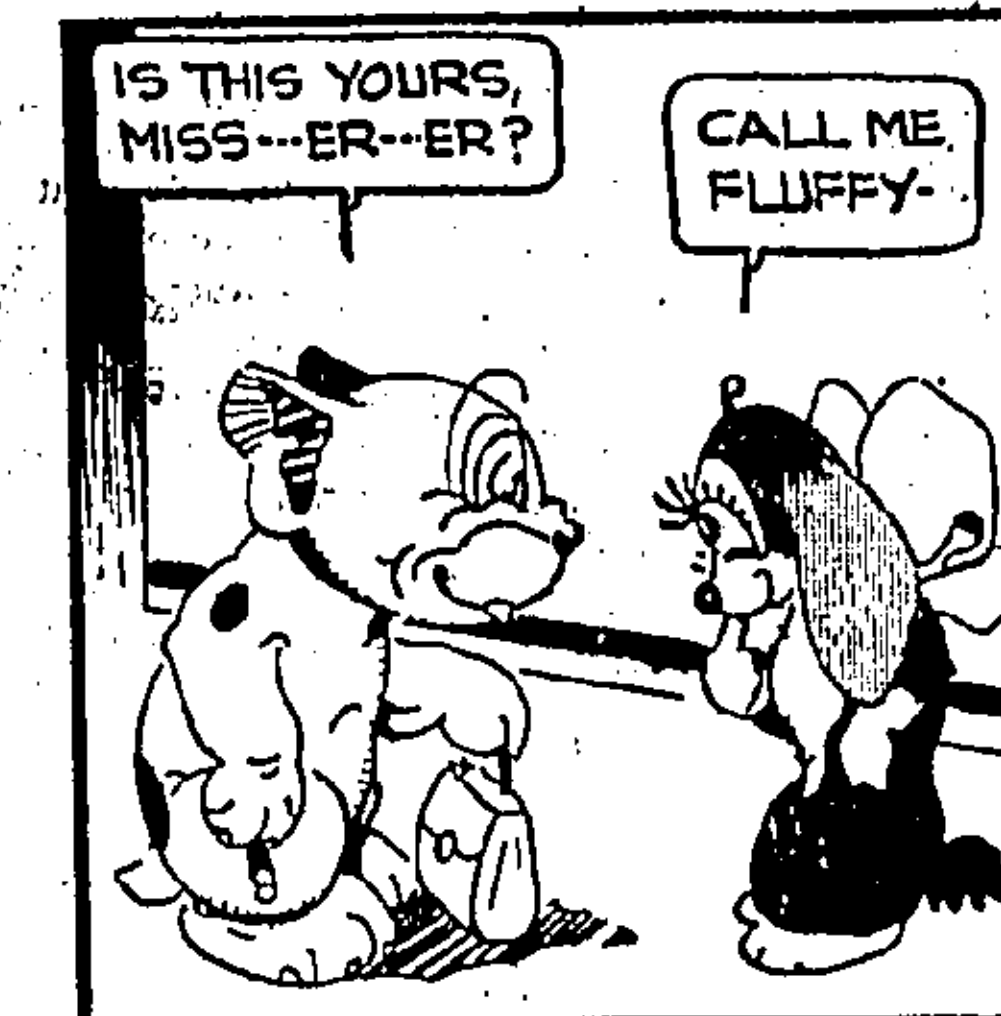
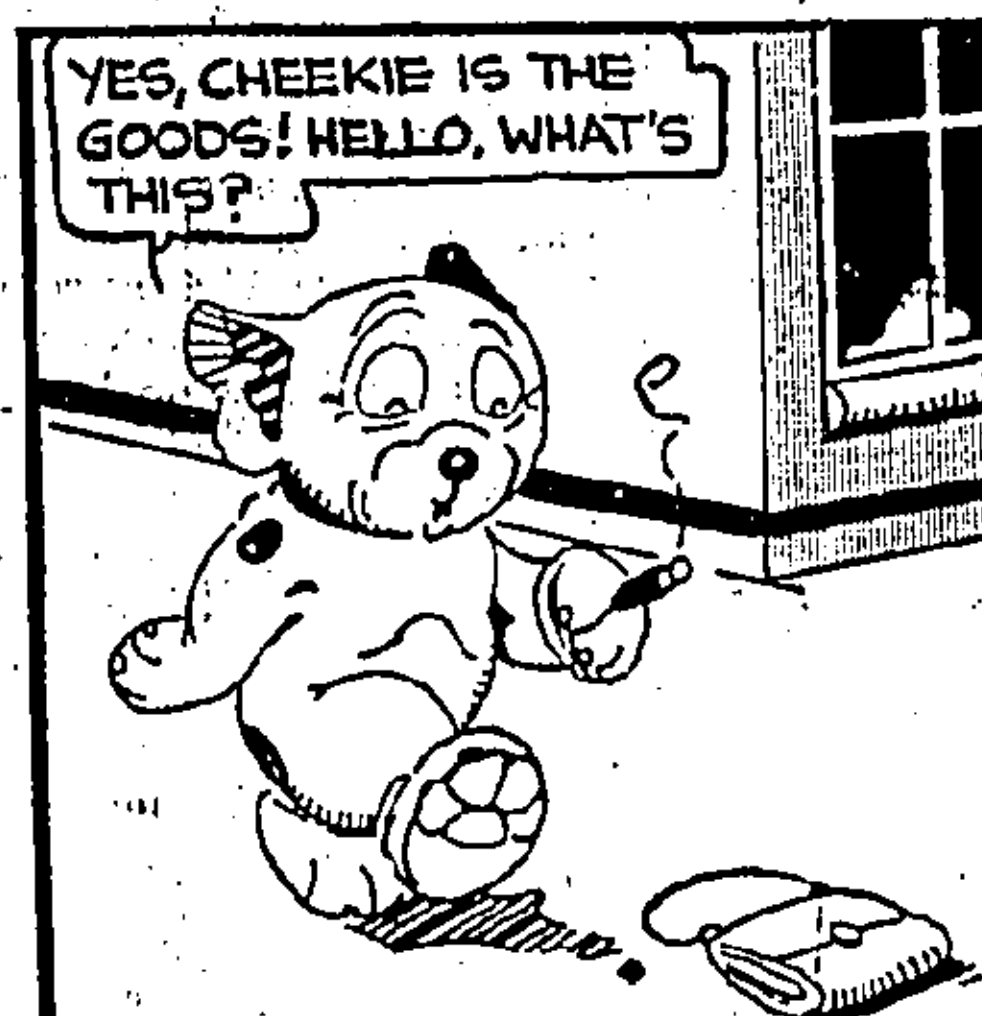
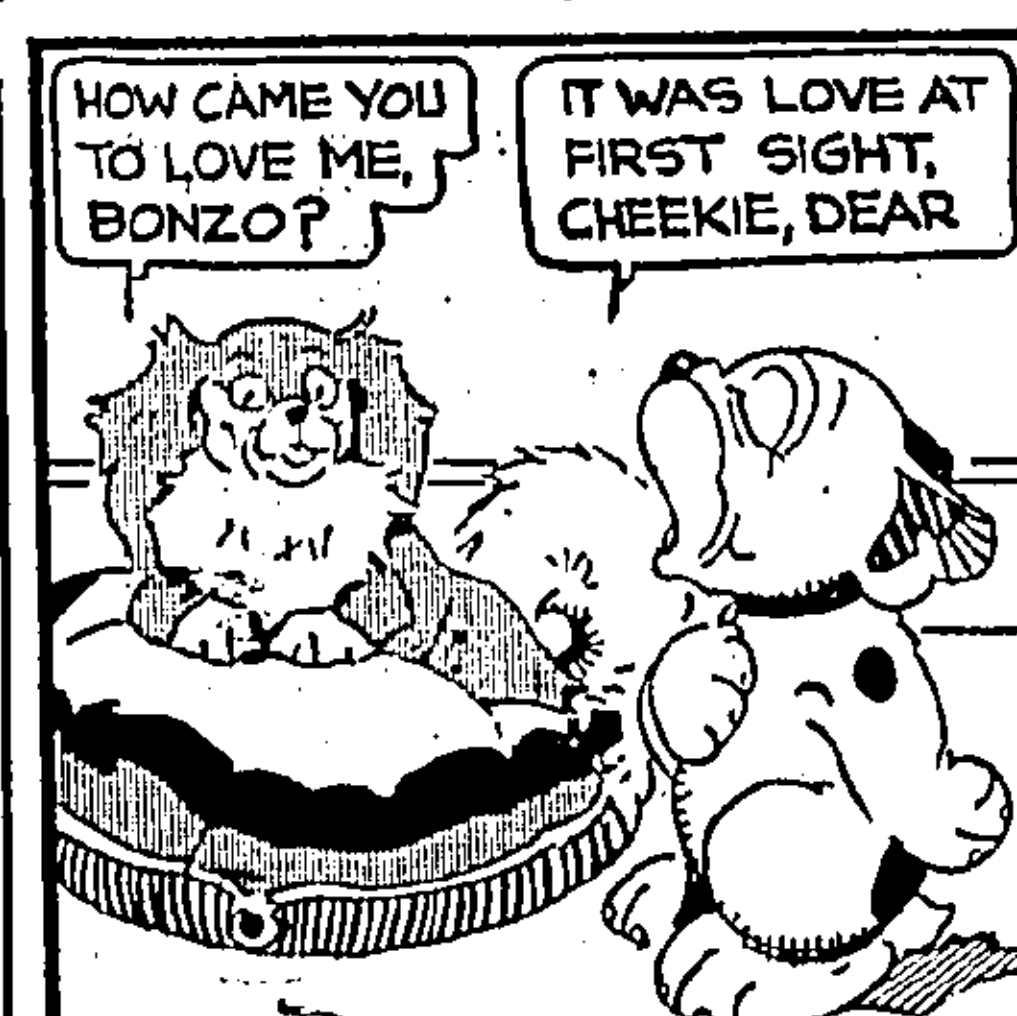
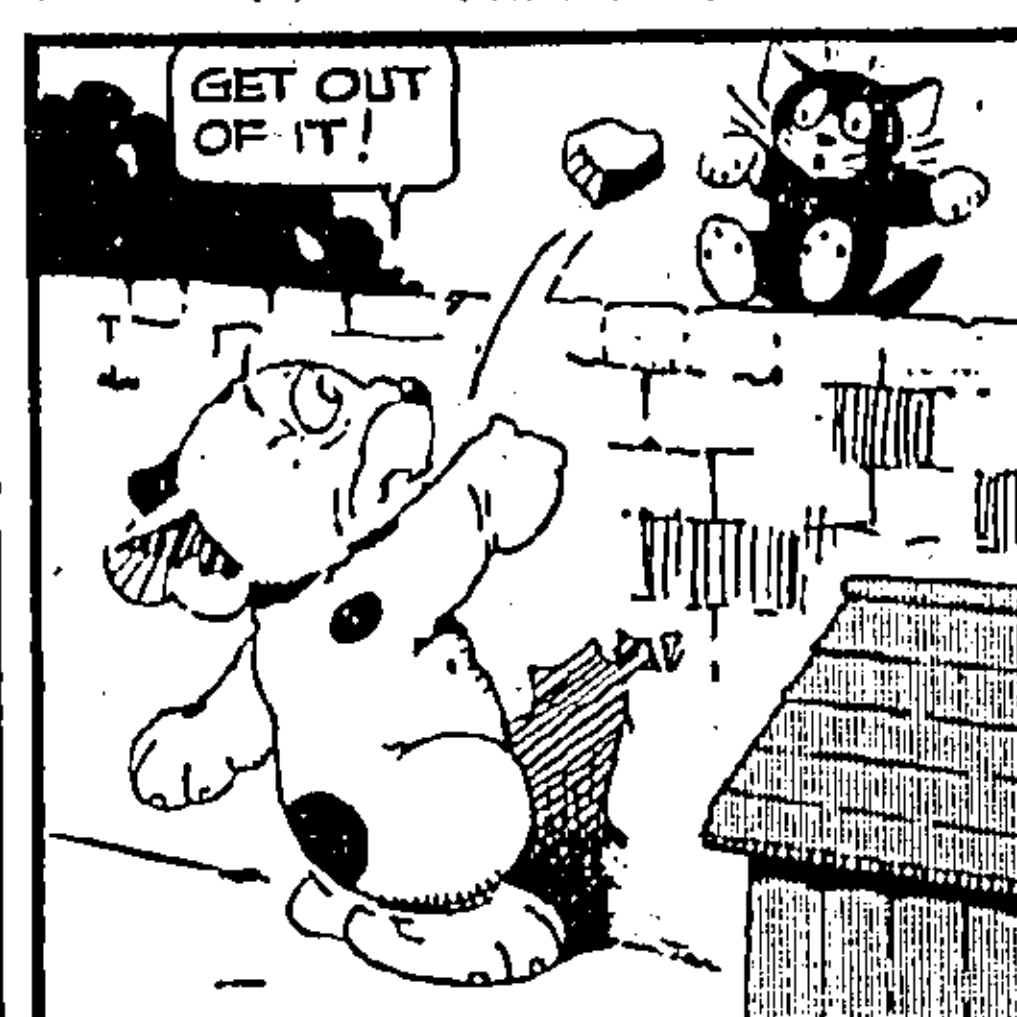
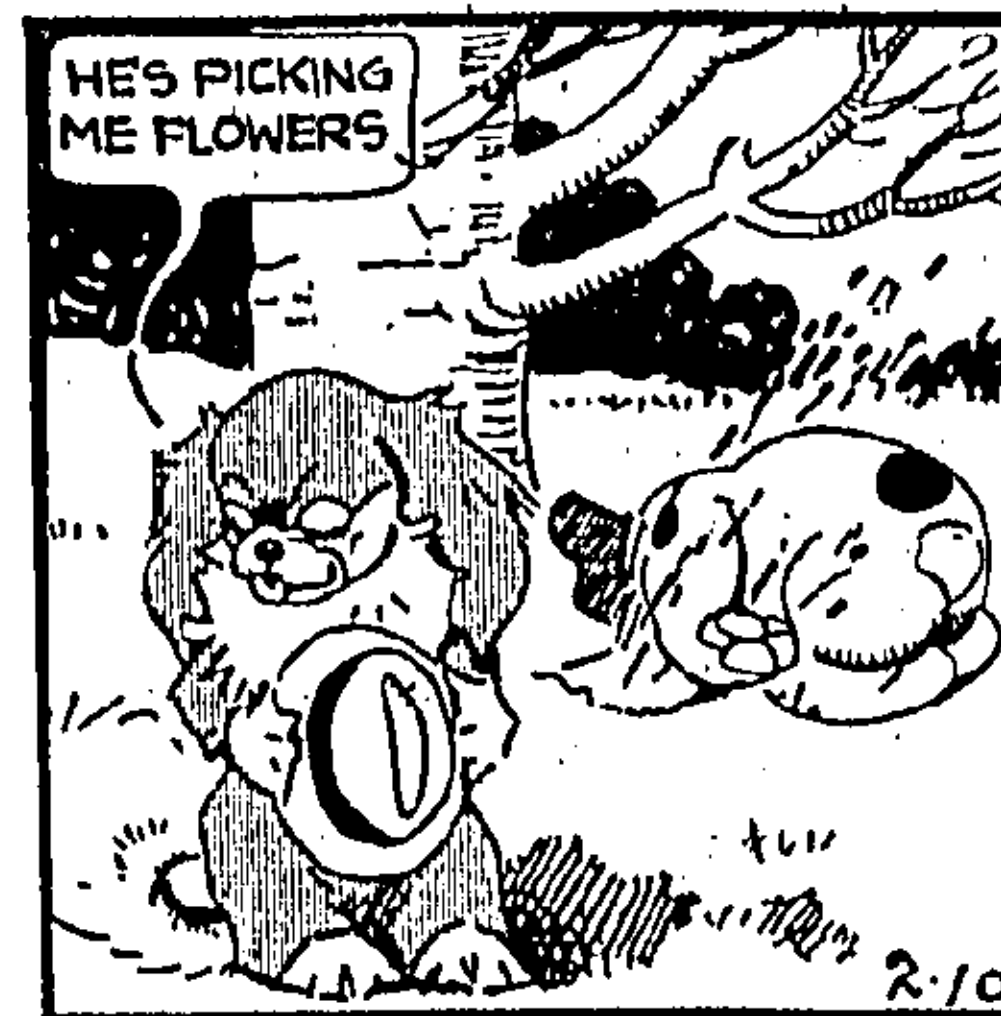
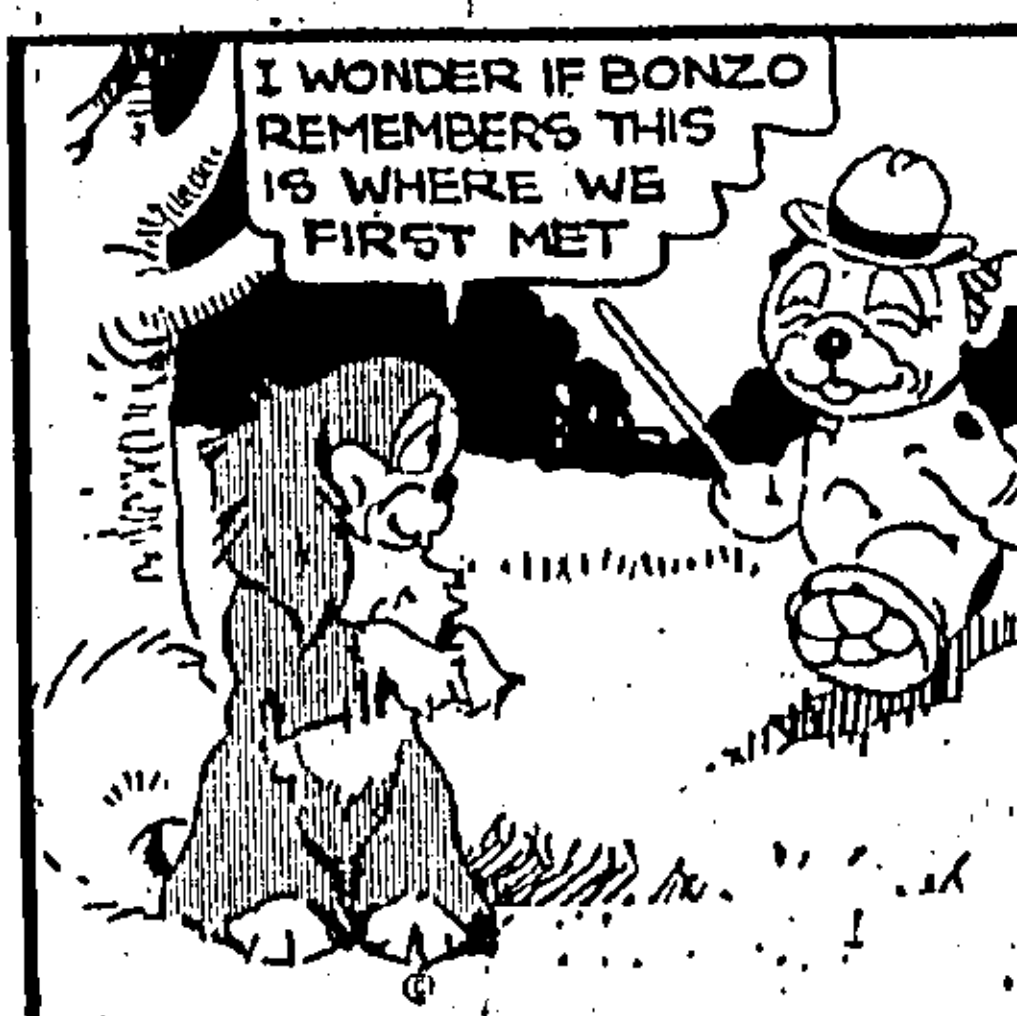
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# ROUND THE GLOBE IN PICTURES

The 24th Machine Gun Company.



The 24th Machine Gun Company of the Fourth Regiment, U.S. Marine Corps, Shanghai, are here seen having their annual machine gun practice held recently at the Rifle Range. The guns were in action when this picture was taken.—(Carson Studio).

## IRON BOY.



The 16-years old Iron Boy, who has a stone broken on him in a spectacular part of Prof. Wan Wan San's show at the Theatre Royal on April 9 and 10.

## Olympic Star Sued.



Mrs. Helen M. LeCendre, wife of Robert L. LeCendre (inset), famous Olympic athlete, has instituted a suit for divorce on grounds of alleged misconduct. LeCendre in the 1924 Olympics broke the world's record in the broad jump event. The couple were married in July, 1921.

## Coursing.



The South of England's Coursing Club's meeting at Aldingbourne, near Bognor Regis, Sussex. A near thing for the hare. Mr. W. Skelton's "Native Chieftain" and Mr. S. W. Beer's "Breast Plate" in the Bognor Slakes.—(Sport and General).

## Another Tragedy of the Air.



The charred wreckage of the Fairchild aeroplane in which the bodies of William Kirkpatrick and Daniel Marra, test pilots, were found burned beyond recognition. The two flyers had been missing four days after taking off from Farmingdale, N.Y., on a test flight. It is believed that the pilots were attempting to land during a heavy fog when they crashed into a tree, which killed them and set fire to the plane.

## The Organising Committee.



The Organising Committee of the Amoy Leper Hospital, Amoy, Fukien. Left to right, front row: Dr. H. T. Chen, Shi Hong-eng, Dr. E. S. Cheung, Wong Nyan-lh, S. K. Lim, Rev. T. C. Wu, Rev. K. C. Chen, Dr. Lim Wen-keng; second row: Dr. M. L. Cheung, C. J. Wong, Dr. Yap, Dr. K. S. Woo, Dr. K. C. Liao, K. W. Yap, Larrigo, Dr. Strick.

## Royal Flush at the Quirinal.



Europe is seldom treated to such a parade of royalty as is here shown gathered on a balcony of the Quirinal Palace to greet a cheering throng of Romans who filled the square below and overflowed into the surrounding streets. The heads of the two reigning houses united by the wedding of Princess Marie Jose of Belgium and Crown Prince Humbert of Italy made their joint appearance shortly after the arrival of the royal party from Brussels and a few days previous to the wedding ceremony. The group on the balcony is composed of (left to right) Queen Helena of Italy, Albert, King of the Belgians, Princess Marie Jose of Belgium, Crown Prince Humbert of Italy, Elizabeth, Queen of the Belgians, and King Victor Emmanuel of Italy.

## St. Patrick's Ball.



March 17, St. Patrick's Day, was riotously observed by Shanghai Irishmen under the auspices of St. Patrick's Society. The celebrations commenced in the morning with the laying of a wreath at the foot of the Cenotaph and concluded at night with a most successful ball at the Majestic Hotel, where the above photograph was taken.—(Ah Fong).

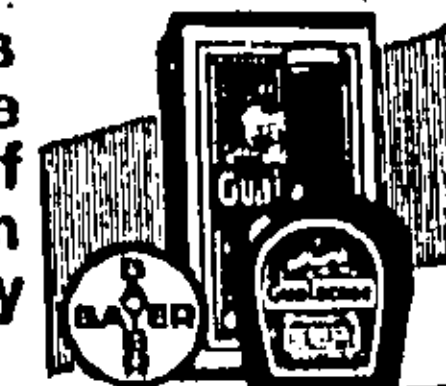


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## PRESIDENT HALL ROMPS HOME.

(Continued from Page 1.)

2.—Bos Vista Handicap: "A" Class: One Mile.—For Subscription Grifflins of this Club of any season. Winners of more than five Races at any time, barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100.

Ho Kom-tong's Bridge Hall 157 lb. .... (Mr. Frost) 1  
John Peel's Done Again 151 lb. .... (Mr. Newbigging) 2  
Hinson & Yam Man's Monk 151 lb. .... (Mr. da Roza) 3  
Mac's Zephyr 153 lb. .... (Mr. Arnold) 4  
Mrs. H. M. Austin's Armony 155 lb. .... (Mr. Stanton) 0  
Lau & Lee's Duke of Normandy 11. 140 lb. .... (Mr. H. C. Lee) 0  
Rafcek & Runjahn's Silver Dragon 158 lb. .... (Mr. Charles) 0  
Sturt & Lobel's Tango 148 lb. .... (Mr. Soares) 0  
Wayfoong's The Jamaica 142 lb. .... (Mr. Backhouse) 0  
Wong Ping-shun's Thunderbolt 150 lb. .... (Mr. Harriman) 0  
Mrs. Pearce's Tonbridge 149 lb. .... (Mr. Bulleel) 0

Won by two lengths; a head.  
Time: 2 mins. 05 secs.  
Parl-mutuel: Winner \$21.70; Places, 1st \$9.30, 2nd \$12.80, 3rd \$13.90.

Winner Places  
Tonbridge ..... 354 687  
Bridge Hall ..... 268 571  
Tango ..... 218 390  
Thunderbolt ..... 206 383  
Monk ..... 156 280  
Done Again ..... 82 320  
Armony ..... 90 101  
Zephyr ..... 39 80  
The Jamaica ..... 76 80  
Silver Dragon ..... 24 39  
Duke of Normandy ..... 26 41

Monk led at the start followed by Armony, Tonbridge and Thunderbolt. Monk gave place to Armony near the Rock, although the field was closely bunched. The field strung out coming to the bend, but Bridge Hall, who was hard ridden, came through in the straight to win by two lengths. Mr. Frost rode a very finely judged race here, and his victory was a most popular one. Done Again "did it again," running into second place, whilst Monk hung on gamely to gain third honours. The winner paid \$21.70, a very satisfactory dividend.

3.—Morrison Hill Handicap: "B" Class: One Mile.—For all China Ponies. Subscriptions Grifflins of any season that have at any time won less than five Races, barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100.

W. E. L. Shenton's The Phoenix 152 lb. .... (Mr. da Roza) 1  
Yam Man's Blue Boy 163 lb. .... (Mr. Soares) 2  
Yue & Lo's Empress Hall 153 lb. .... (Mr. Harriman) 2  
Belth & Heard's Abel 160 lb. .... (Mr. Newbigging) 4  
Roda's Delaware Bay 140 lb. .... (Mr. Backhouse) 0  
McCartney's & Wilson's King's Counsel 158 lb. .... (Mr. McCartney) 0  
K. C. Lau's Mount Elburz 140 lb. .... (Mr. H. C. Lee) 0  
K. H. Kay's Our Prince 170 lb. .... (Mr. Reidy) 0  
Fung & Tang's Shiny Pearl 155 lb. .... (Mr. Frost) 0  
R. Vallarino's Sunning 140 lb. .... (Mr. S. Y. Liang) 0

Won by 1 1/2 lengths; a dead heat.  
Time: 2 mins. 06 3/5 secs.  
Parl-mutuel: Winner \$19.90; Places, 1st \$7.60; 2nd dead heat, \$17.70, \$8.50.

Winner Places  
The Phoenix ..... 359 790  
Our Prince ..... 387 622  
Empress Hall ..... 259 589  
Abel ..... 194 350  
Shiny Pearl ..... 141 293  
Blue Boy ..... 82 166  
Sunning ..... 65 123  
King's Counsel ..... 82 114  
Delaware Bay ..... 18 44  
Mount Elburz ..... 8 35

The Phoenix, who was well fancied, accorded for this race comfortably, coming out from the field in the run-in to get ahead by 1 1/2 lengths. Blue Boy and Empress Hall dead-heated for second place. In the early stages King's Counsel and Blue Boy made the pace, but



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King's Counsel faded out half-way round. Blue Boy might easily have sprung a surprise here, as it was paid over \$17 for a place.

4.—Second Aggregate Stakes: One Mile.—Value \$500. For all China Ponies. Weight 10 st. 9 lb. Winners of a race Value \$500 or over other than a race confined to Subscription Grifflins or Ponies that have won the aggregate prize in the Aggregate Stakes in any Season, 6 lb. extra. Non-winning Subscriptions Grifflins allowed 5 lb. A Cup to be run for five times, or as decided by the Committee, called the Aggregate Cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Aggregate Stakes at the extra meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to ponies with a score of a single winner of the race this season will be deducted next time he starts, such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more ponies lying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$1,000, or shall run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be weight for inches as per scale. Entrance fee \$5. 2nd prize: \$300. 3rd Prize: \$200.

Marks Earned to Date.  
President Hall ..... 4  
Royal Flush ..... 2  
Pickle ..... 1

Ho Kom-tong's President Hall 159 lb. .... (Mr. da Roza) 1  
Mackie & Grayburn's Pickle 154 lb. .... (Mr. Harriman) 2  
Heard's Royal Flush 154 lb. .... (Mr. Newbigging) 3  
Mrs. W. T. Southern's African Eve 154 lb. .... (Mr. Reidy) 0  
Dynasty's Nationalist II 154 lb. .... (Mr. Bulleel) 0

Won by many lengths; 2 lengths.  
Time: 2 mins. 01 4/5 secs.  
Parl-mutuel: Winner \$8.80; Places, 1st \$6.90; 2nd \$22.50.

Winner Places  
President Hall ..... 1,110 1,047  
Nationalist II ..... 645 508  
African Eve ..... 247 276  
Royal Flush ..... 202 223  
Pickle ..... 82 114

President Hall accounted for this event in many lengths, leading all the way, and leaving the field "miles" behind in the final burst. Pickle sprang a surprise by coming up from the rear on the incline, and beating Royal Flush out of second place. Nationalist II, which had been much fancied in some quarters, did not look to be in extra special trim, and did not make a very impressive showing. The Hall pony turned in the fine time of 2 mins. 01 4/5 secs., and would do doubt do even better if very seriously extended. Royal Flush failed to show the form he was in last meeting, when the President only just scraped home. Pickle paid \$22.50 for a place.

5.—Kellett Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Eve's Boxing Eve 165 lb. .... (Mr. Charles) 1  
Yam Man's Carnival Eve 171 lb. .... (Mr. da Roza) 2  
Ho Kom-tong's Majestic Hall 160 lb. .... (Mr. Frost) 3  
L. Dunbar's Lobster Bay 149 lb. .... (Mr. Soares) 4  
Toog & Priestley's Fair Sport 152 lb. .... (Mr. Reidy) 0  
Dynasty's King's Colour 167 lb. .... (Mr. Bulleel) 0  
Yam Man's One Third 141 lb. .... (Mr. Backhouse) 0  
Belth & Heard's Chimes 147 lb. .... (Mr. Newbigging) 0  
Dyer's Four Clubs 151 lb. .... (Mr. Bulleel) 4  
Aitch Aitch's Chivalrous 148 lb. .... (Mr. Reidy) 0  
Dynasty's Fifty Fifty 150 lb. .... (Mr. da Roza) 0  
Ho Kom-tong's Marquis Hall 140 lb. .... (Mr. S. Y. Liang) 0  
Bennett & Cave's San Francisco 152 lb. .... (Mr. Cave) 0  
Chan Tin-sion's Winsome Stag 144 lb. .... (Mr. Soares) 0

Won by 2 lengths; one length.  
Time: 2 mins. 01 sec.  
Parl-mutuel: Winner \$41.80; Places, 1st \$21; 2nd \$18.80; 3rd \$34.00.

Winner Places  
Boxing Eve ..... 1,142 1,308  
King's Colour ..... 498 998  
Majestic Hall ..... 359 581  
Carnival Eve ..... 239 441  
Lobster Bay ..... 101 219  
One Third ..... 47 139  
Fair Sport ..... 47 116

Mr. Charles, on Boxing Eve, made no mistake about this race. His mount and Carnival Eve went right out together from the start, and set up a cracking pace. Lobster Bay lay third, some lengths behind, together with Majestic Hall (who, incidentally looked wonderfully fit). It looked as if the pace was too hot to last, but Boxing Eve kept it up, and had a lot left in him passing the winning post. Majestic Hall looked as if it might put up a challenge coming into the straight, but the pace was a bit more than he could contend with, and he only just snatched third place from King's Colour, who was coming up on him at every stride.

6.—D'Agulhar Plate—Once Round (About 7 Furlongs 55 Yards).—For China Ponies. Grifflins of the Season that have not won more than \$1,000 in Stakes; weight for inches as per scale. 1 lb. penalty for every \$200 or part thereof won.

Jockey Allowance. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Yam Man's Blue Heaven 159 lb. .... (Mr. da Roza) 1  
W. T. Stanton's Christmas Frolic 162 lb. .... (Mr. Stanton) 2  
Heard's Christmas Belle 160 lb. .... (Mr. Newbigging) 3  
Chan Tin-sion's Witty Stag 163 lb. .... (Mr. Soares) 4  
Ho Kom-tong's Royal Hall 158 lb. .... (Mr. Frost) 0

Won by a neck; 1/2 length.  
Time: 1 min. 56 3/5 secs.  
Parl-mutuel: Winner \$23.20; Places, 1st \$9.30; 2nd \$14.60.

Winner Places  
Witty Stag ..... 864 1,073  
Blue Heaven ..... 355 670  
Christmas Frolic ..... 239 309  
Christmas Belle ..... 253 204  
Royal Hall ..... 124 141

Witty Stag was very restive before the start, and was left slightly in consequence. The Stag soon caught up the field, however, and the ponies raced along all bunched together until entering the straight. Witty Stag looked likely to "coo" here, but was actually well beaten in the run in. Blue Heaven winning a great finish by a neck from Christmas Frolic. Christmas Belle was half a length behind, in third place. The victory aroused great enthusiasm amongst the spectators, Mr. da Roza's riding being of a high order.

7.—Bos Vista Handicap: "B" Class: One Mile.—For Subscription Grifflins of this Club of any season. Winners of more than five Races at any time, barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100.

Parkson Chan's Iron Blood 158 lb. .... (Mr. Frost) 1  
Lau & Lee's Duke of Milan 155 lb. .... (Mr. da Roza) 2  
Widdecombe's Peter Guernsey 155 lb. .... (Mr. Bulleel) 3  
John Peel's Greyback 152 lb. .... (Mr. Newbigging) 4  
U Sz-wing's Billiards 152 lb. .... (Mr. S. Y. Liang) 0  
O. Kitchell's Hunchafo 153 lb. .... (Mr. McCartney) 0  
Cocktail's Martini Cocktail 145 lb. .... (Mr. Backhouse) 0  
Yue & Lo's Pumpkin 152 lb. .... (Mr. Yue Shun-wa) 0  
F. Lobel's Sunshine 152 lb. .... (Mr. Harriman) 0

Won by short head; short head.  
Time: 2 mins. 11 2/5 secs.  
Parl-mutuel: Winner \$15.50; Places, 1st \$6.10; 2nd \$7.00; 3rd \$6.60.

Winner Places  
Iron Blood ..... 530 1,130  
Peter Guernsey ..... 435 803  
Duke of Milan ..... 464 649  
Thracian ..... 153 444  
Greyback ..... 102 228  
Sunshine ..... 84 198  
Martini Cocktail ..... 63 111  
Billiards ..... 29 87  
Pumpkin ..... 11 53  
Hunchafo ..... 28 39

This race was a real thriller, with a regular "grandstand" finish. Duke of Milan set the pace most of the way, and looked like winning. There was then a general challenge, however, and the leaders came up the straight neck and neck, amidst wild excitement. It was difficult to know definitely who had really won for a moment or two—until Iron Blood's number went up. Mr. Frost is to be complimented upon his fine skill in snatching the race right on the post. Duke of Milan, Peter Guernsey, and Greyback were the next to follow in that order, though the whole lot could have been "covered with a blanket."

8.—Morrison Hill Handicap: "A" Class: One Mile.—For all China Ponies. Subscriptions Grifflins of any season that have at any time won less than five Races, barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Mackie & Grayburn's Piccadilly 147 lb. .... (Mr. Harriman) 1  
H. S. Chan's Chesapeake Bay 165 lb. .... (Mr. Frost) 2  
Belth & Heard's Christmas Chimes 147 lb. .... (Mr. Newbigging) 3  
Dyer's Four Clubs 151 lb. .... (Mr. Bulleel) 4  
Aitch Aitch's Chivalrous 148 lb. .... (Mr. Reidy) 0  
Dynasty's Fifty Fifty 150 lb. .... (Mr. da Roza) 0  
Ho Kom-tong's Marquis Hall 140 lb. .... (Mr. S. Y. Liang) 0  
Bennett & Cave's San Francisco 152 lb. .... (Mr. Cave) 0  
Chan Tin-sion's Winsome Stag 144 lb. .... (Mr. Soares) 0

Won by 2 lengths; one length.  
Time: 2 mins. 01 sec.  
Parl-mutuel: Winner \$41.80; Places, 1st \$21; 2nd \$18.80; 3rd \$34.00.

Winner Places  
Four Clubs ..... 842 1,283  
Fifty Fifty ..... 391 850  
Chivalrous ..... 446 650  
Chesapeake Bay ..... 193 321  
Piccadilly ..... 251 277  
Christmas Chimes ..... 90 153  
Marquis Hall ..... 42 151  
Winsome Stag ..... 62 135  
San Francisco ..... 20 77

Mr. Harriman, on Piccadilly, had the race in hand all the way here. He made a very fast pace, and finished two lengths ahead of Chesapeake Bay, who was finely ridden by Mr. Frost, and made a tremendous spurt on the outside from the distance. The time of 2:01, speaks for itself. Four Clubs, a very hot favourite, could do no

## NEW ADVERTISEMENTS

G. R.

PUBLIC WORKS DEPARTMENT.

NO. S. 117.—IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 14th day of April, 1930, for the occupation for a period ending 31st December, 1931, from the date of notification of acceptance of tender, of any or either of the pieces or parcel of ground referred to in the schedule hereunder, shown coloured red on plan signed by the Director of Public Works and dated 7th March, 1930, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, hereinafter contained, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

## SCHEDULE REFERRED TO ABOVE

| Quarry No.               | Locality.    | Approximate Area in Acres. | Unsett Annual Fee. | Deposit. |
|--------------------------|--------------|----------------------------|--------------------|----------|
| Kowloon Quarry No. 1     | Shek Shan    | 1.91                       | \$2,000            | \$200    |
| Kowloon Quarry No. 2     | Shek Shan    | 3.13                       | \$3,500            | \$350    |
| Kowloon Quarry No. 3     | Ma Tau Kok   | 1.00                       | \$ 900             | \$100    |
| Kowloon Quarry No. 4     | Ma Tau Kok   | 1.27                       | \$ 900             | \$100    |
| Kowloon Quarry No. 5     | Hok Un       | .46                        | \$ 100             | \$100    |
| New Kowloon Quarry No. 1 | Kowloon Tong | .92                        | \$ 280             | \$100    |

HAROLD T. CREASY,

Director of Public Works.

28th March, 1930.

## HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FOURTH EXTRA RACE MEETING to be held on SATURDAY 19th and on MONDAY 21st April, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables. Entries CLOSE at 12 o'clock Noon on THURSDAY, 10th April, 1930.

Hong Kong, 4th April, 1930.

G. R.

## NOTICE.

THE SANITARY BOARD wishes to draw the attention of the Public, and especially of those who have recently come to this Colony, to the possibility of acquiring diseases e.g., Dysentery and Typhoid, Fever by eating of uncooked vegetables.

Chinese market-gardeners use manure from human sources and their custom is to pour the manure or spray it from watering-pots, in liquid form, over the growing plants.

Disease-producing parasites are therefore possibly present on the surface of plants, e.g., lettuce, over which the gardener's spray falls.

J. WATSON,

Secretary, Sanitary Board.

April, 1930.

## CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

## FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, April 6, 1930, 11.15 a.m.

Subject: "Unreality."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

better than fourth. Chivalrous was hopelessly left at the start and tailed the field throughout. The winner paid \$41.80.

—Kellett Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Hau On's Grand Tattoo Eve 167 lb. .... (Mr. da Roza) 1

Mrs. Pearce's Piccy 147 lb. .... (Mr. Bulleel) 2

Dr. J. C. Macgown's Hunting-ton 150 lb. .... (Dr. Macgown) 3

Parkson Chan's Campbell 145 lb. .... (Mr. Backhouse) 0

Ip Kulying's Imperial Hall 157 lb. .... (Mr. Ip Kulying) 0

(Continued on Page 10.)

## NEW CHANGE OF PROGRAMME FROM TO-DAY. WHITEWAY CIRCUS

and ROYAL MENAGERIE

NOW PERFORMING NIGHTLY at 9.15 o'clock.

MATINEES WED. SAT. &amp; SUN. at 4 o'clock.

AT WANCHAI, PRAYA RECLAMATION.

Rates of Admission, Full Box 6 seats \$20.00, Single Seat in Box \$4.00, 1st Class \$3.00, 2nd Class \$2.00, Carpet Gallery \$1.00, Gallery 50 cts.

Military, Navy and Police in Uniform Half Price on all classes except box seats and gallery. Half Rate for Children under 12 years to all classes.

Proprietor: PROFESSOR K. K. KEELARY.

## THEATRE ROYAL.

FOR TWO NIGHTS ONLY.

WEDNESDAY &amp; THURSDAY, APRIL 9th &amp; 10th.

PROFESSOR WAN WAN SAN

AND HIS

## WONDER WORKERS

OF

## ORIENTAL MAGIC

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THE SIXTEEN YEAR OLD IRON BOY.

PRIOR TO AN EXTENSIVE AMERICAN TOUR

POPULAR PRICES:—\$3, \$2, \$1.

Booking now open at Moutries.

## THE THEOSOPHICAL SOCIETY.

HONG KONG LODGE.  
7, Queen's Road C., 2nd floor.  
(Over Mercantile Bank)

## WEEKLY PUBLIC LECTURES.

Thursday, April 10th, 1930,  
6 p.m.

"THE TEACHINGS OF KRISHNAMURTI."

Speaker: Mr. C. W. May.

All are welcome.

Books for Sale.

Good Lending Library.

## BUSINESS OPPORTUNITY.

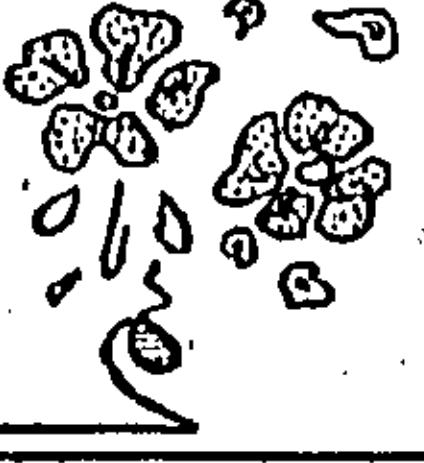
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MADE IN ENGLAND &amp; SOLD EVERYWHERE



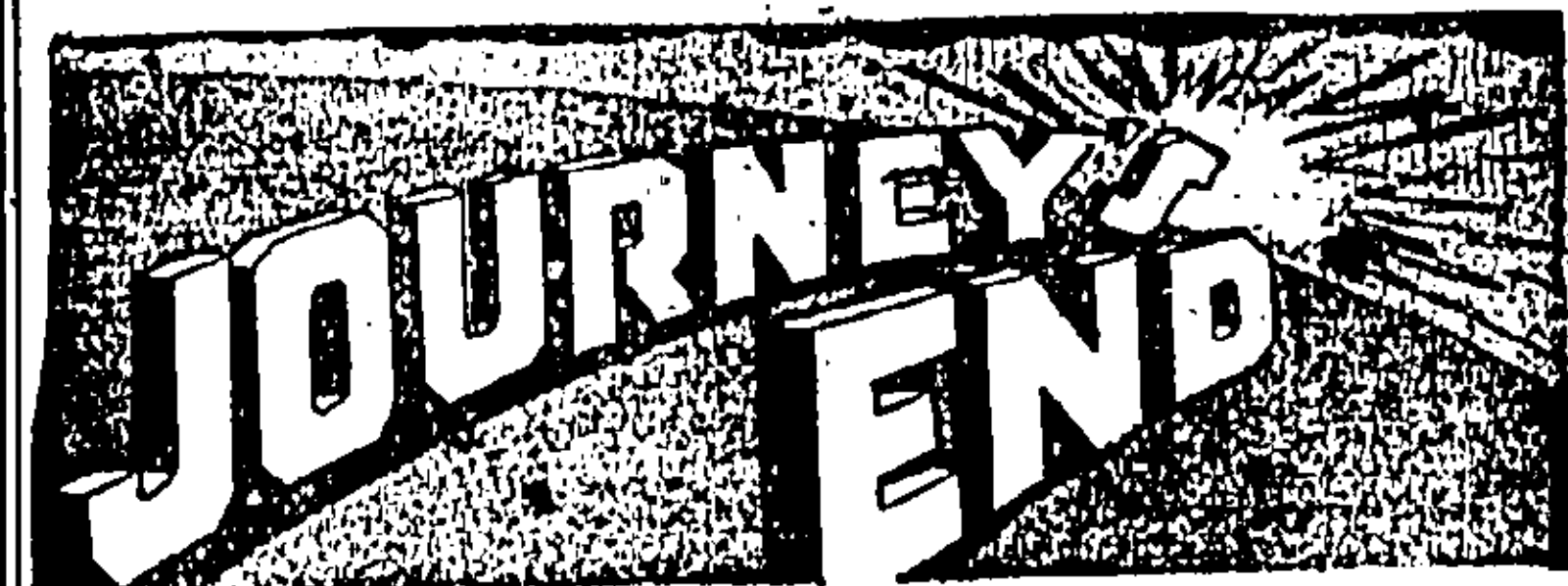


## STAR

COMMENCING FRIDAY, 11th.

**R. B. SALISBURY**

by arrangement with Maurice Brown  
Presents R. C. Sherriff's



Booking at Moutrie's and Star. Prices \$4, \$3, \$2, \$1.

### MOVIELAND

#### The Week's Films At A Glance

##### QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20

From to-day:—Each performance to commence punctually, "The Cockeyed World" with Victor McLaglen, Edmund Lowe and Lily Damita. An all-talking laugh riot.

##### WORLD THEATRE

At 2.30 & 7.15 ..... Interpreter  
At 5.15 & 9.20 ..... Orchestra

Sunday to Tuesday:—All Harold Lloyd Comedies, "Among These Present", "From Hand to Mouth", "Captain Kid's Kid", "An Eastern Westerner".

Wednesday and Thursday:—Irene Rich and Audrey Ferris' latest picture, "Women They Talk About". A modern drama of Society and Politics.

Friday and Saturday:—"The Awakening of Love," presenting Vilma Banky in her first individual starring role. With Louis Wolheim and Walter Byron.

##### STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

Sunday to Tuesday:—John Barrymore in "Tempest." A thrilling story of love and intrigue. With a large supporting cast headed by Louis Wolheim, Boris de Foss, George Fawcett and Michael Visaroff.

Wednesday to Saturday:—"The Black Diamond Express," Monte Blue and Edna Murphy in the story of a hard-fighting, hard-hitting black diamond. From Friday the 11th. The Salisbury Company will present, "The Journey's End."

#### MCLAGLEN PLAYED HE-MAN ROLES IN EVERYDAY LIFE.

"Colourful" is too often a glibly presented romantic mark. But Victor McLaglen, the pleasing giant of many outstanding screen successes, has a career which trails across this world of ours leading into prize rings, mining camps, war trenches, onto vaudeville stages and now to stardom in talking pictures, in fact, truly "colourful."

We cannot imagine a better type for that unforgettable Captain Flagg of "What Price Glory" than McLaglen. Happily, Fox Films feels the same way about it and he is again "Flagg," this time in the all talking Movietone picture of more strenuous adventure, "The Cock Eyed World."

McLaglen, born in London, spent his boyhood in South Africa where his father was a bishop, and cousin of General DeWitt of Boer War fame. Victor, then fourteen, pleaded to join the army. Refused, the youngster fled to London. Here his great physique enabled him to enlist in the life Guards. Later wanders just sent the lad to Canada, where he mined silver in the Cobalt country. Then began his career as a wrestler and boxer. When the town burned down Victor proceeded to Ontario, where he acquired the Eastern Canada boxing championship.

Next he joined a side show, meeting all corners. This was followed by a turn in "vaudeville." In Van-

### HOLLYWOOD REPORTER.

Joe Kenton's boy, Buster, has invented one-way-zipper pockets for Scotchmen's trousers.

Buck Jones, the horse-trader, got back in town last Monday with a new bride.

Mr. and Mrs. I. Thalberg (nee Shearer) are boating at Catalina Island.

CHIT (Ukulele Ike) Edwards got a fan letter at the Metro-Goldwyn-Mayer studio from an autograph addict who seemed somewhat confused:

"Since you are one of my many admirers, I would appreciate it if you would send me one of your pictures. ...." the letter read.

Another rare sight in Hollywood—Buster Kenton laughing for the camera—but his back was turned.

Miss Garbo of Beverly Hills is getting right well known nowadays. They named a sandwich after her on the boulevard.

Robert Montgomery is borrowing airplanes again and Ye Ed thinks his flocks ought to know about it.

Francis X. Bushman, Jr., who plays the "gentle heavy" in Metro-Goldwyn-Mayer's "Father's Day," is one of the tallest men on the screen, and half an inch taller than his famous father. His height casting directors say, makes him ideal for the type of villains he portrays. He is just too tall to be a romantic lover, for he towers above most screen heroines.

Greta Garbo created another record in Los Angeles last week, playing three different pictures in three different theatres within three blocks of each other. The pictures were her first Metro-Goldwyn-Mayer talkie, "Anna Christie" and "The Kiss" and "The Single Standard," her last two silent films.

CHIT (Ukulele Ike) Edwards wears balloon trousers of such gigantic proportions in Metro-Goldwyn-Mayer's picturisation of "Good News" that he can keep his famous uke in his hip pocket.

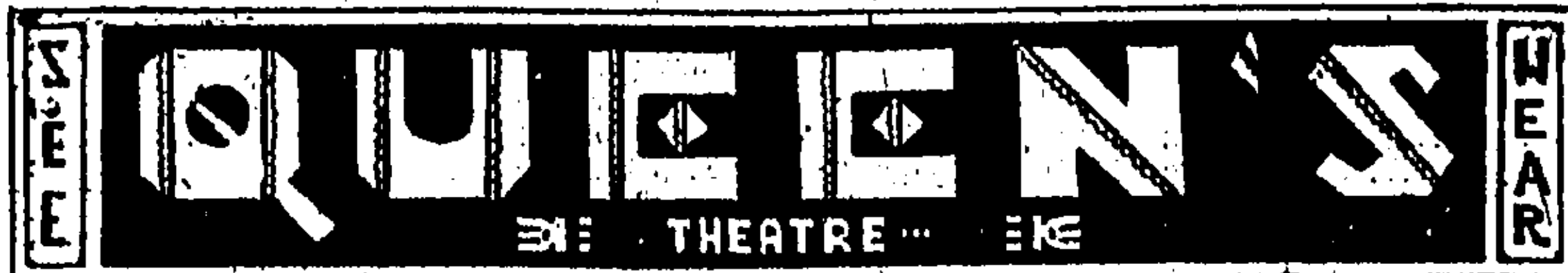
cover he fought a six-round bout with Champion Jack Johnson. Then, with his brother, Arthur, he joined the gold rush to Kalgoorlie in Australia and almost died in the desert.

At the outbreak of the World War, the brothers enlisted in London, being joined by four other brothers. All returned but Fred, who died in East Africa. Victor then went to Mesopotamia with the Royal Irish Fusiliers. After facing Turks and Arabs he received a Captaincy. Later he was made provost marshal of Bagdad.

The screen lured him to Hollywood and, therein fame and wealth resulted. After several small parts he played a lead opposite Lady Diana Manners. He was prominent in "The Beloved Brute," "The Hunted Woman," and as one of the strange trio in "The Unholy Three." After "What Price Glory," came the "Loves of Carmen." This was followed by "A Girl in Every Port."

His recent successes are "Hangman's House," "Mother Machree," "The River Pirate," "Captain Jack," "Strong Boy," and the Broadway special, "The Black Watch."

Co-featured with McLaglen in "The Cock Eyed World" which comes to the Queen's Theatre are Edmund Lowe and Lily Damita, under Raoul Walsh's direction. Stallings and Anderson, who wrote "What Price Glory" also wrote this story.



## THE BIGGEST PICTURE OF THE YEAR!

## THE WORLD'S GREATEST COMEDY!!

## WITH THE MOST FAMOUS COMEDY TEAM!

## VICTOR MCLAGLEN AND EDMUND LOWE



We're Telling the Cock Eyed World Our New Picture Is Full of That Happy Something They Call "It".

Yours for a Load of Laughs

FLAGG  
QUIRT  
MARIANA

The Same Stars, Authors and Director Who Gave You "WHAT PRICE GLORY"

**THE COCK EYED WORLD**

VICTOR MCLAGLEN  
EDMUND LOWE  
LILY DAMITA

Laurence Stallings Maxwell Anderson  
The Authors  
RAOUL WALSH

When it comes to love making, Flagg is one "big shot"—until Quirt steps in to see what he can do—and how he can capture the situation. And of course, Quirt has many a pretty heart breaker "stolen" from him by his rival, Flagg... which makes everything even.

TO-DAY AT 2.30, 5.10, 7.15 & 9.20 PUNCTUALLY.

### PETTICOAT POLITICS THEME OF FILM HIT.

"Women They Talk About" is a modern story of politics with the more feminine theme of love running a close second. It portrays, too, the conflict between the self-made and those who consider themselves to the manner born.

The present mayor was at one time office boy to grandfather, and an aspirant to the hand of daughter. Grandfather never forgets this and when daughter returns from some years abroad she finds the two men in a broil which she only makes worse by interference. The mayor is running for a second term and some of daughter's friends suggest that she gets into the political arena in opposition. This she does.

All the while the mayor's husky son has been driving a truck, for its influence on his father's labour vote—and making love to the daughter of the lady candidate.

Grandfather storms but the love-making goes on. The mayor also storms but with the same result. He finally hits on the idea of having grandfather's house raided during granddaughter's birthday party, attended by the strong-headed son.

A henchman of His Honour retaliates by kidnapping the girl. The boy leaps to the breach and in the fight that follows the thug escapes and the mayor is wounded. This is a bare outline of part of the action which makes "Women They Talk About" one of the most exciting films of the season.

Irene Rich is at her most charming self as the unwilling politician. Audrey Ferris delightfully plays the petulant daughter. William Collier, Jr., adds another part to his fine screen repertory, and wins himself a larger audience.

Randolf, always distinguished, is especially successful as the mayor, and Gillingwater is all crochety grandfathers personified.

"Women They Talk About" has been splendidly directed. It is in short a picture that you should be sure to see.

### "TEMPEST"

John Barrymore's Fine Acting.

#### ORIGINAL STORY.

Rich in romance and action and with John Barrymore giving the finest performance of his illustrious screen career, "Tempest," a spectacular picture having as its background imperial and revolutionary Russia, opens a three day run at the Star Theatre to-day.

"Tempest" is crammed with action, not to mention plenty of humour, from the opening of the gay life of pre-war Russia, to story, when the star is plunged into the final scenes, when he rescues a princess, his sweetheart, from blood-thirsty hordes and escapes with her to a new life of happiness.

The story is original, the direction by Sam Taylor nothing short of brilliant, and the work of the large supporting cast exceptional. Lavish settings and marvelous photography have their share in making the production splendid entertainment.

Those who like romance will revel in the love scenes played by the star and his beautiful leading lady, Camilla Horn. Previously she was a European star, and her convincing portrayal of the princess opposite Barrymore stamps her as one of the year's outstanding finds.

Barrymore himself never had a more powerful role than the one in "Tempest." As peasant soldier, dashing officer, lover, prisoner and revolutionary he imbues his characterization with the fire and sincerity of his unrivaled histrionic ability.

Among the other players are Louis Wolheim, George Fawcett, Ulrich Haupt, Boris de Foss and Lena Malena.

#### NEW THRILLER AT THE STAR.

Monte Blue, again appearing as a railroad engineer, in a screen play even more exciting than "The Limited Mail," in which he triumphed a year or so ago. Blue, as engineer of "The Black Diamond" is dismayed by the accident to a young society girl, in which her carelessly driven car crashes into his train. Going to the hospital to visit her, love at first sight follows. She breaks the engagement with a rich suitor, becomes engaged to the engineer, and refuses her mother's pleadings to give him up.

The engineer's younger brother disapproves the family and Monte insists on leaving the girl. She marries the other man in anger, and her bridal party is on Monte's train, when it is attacked by bandits. Among the bandits with whom he grapples is his brother. The girl's husband is fatally shot. The brother, trying to go straight, is cruelly punished by his former pals. Monte cuts the car loose, saves the girl and the fortune which the train carries, and wins deserved honour. This is but a bare outline of a story big with human interest and real gripping drama.

her lover with the impression that she has committed suicide.

How the pair meet again and how the very man who whipped her out of the village is the means of their salvation is skillfully developed in the story. In contrast with the terror and bloodshed of warlike, the early part of the film depicts the rural charm of the Alsatian countryside and the pastoral beauty of the village festivals, where pretty girls coquette with their rustic lovers and the handsome officers of the Uhlan regiment.

## WORLD

Entire **HAROLD LLOYD** Programme

ALL LAUGHING!

"AMONG THOSE PRESENT."

"FROM HAND TO MOUTH."

"CAPTAIN KID'S KID."

"AN EASTERN WESTERNER."



his play, and there realizes that in his attempt to get back to zero and start again, he is a dead man in the world of the living. By accident he meets Julia Norton, and they live a happy life together in adjoining flats, neither knowing of the previous life of the other. A blow falls on the whole concerned association in Chicago, until tremendous climax is reached when the man has to decide between his wife and Julia Norton.

The director, Jack Raymond, has achieved a masterpiece which will bring tremendous credit to British production circles, and the British Empire Theatre, will rank with any firm across the ocean, and will please immensely all who see it.

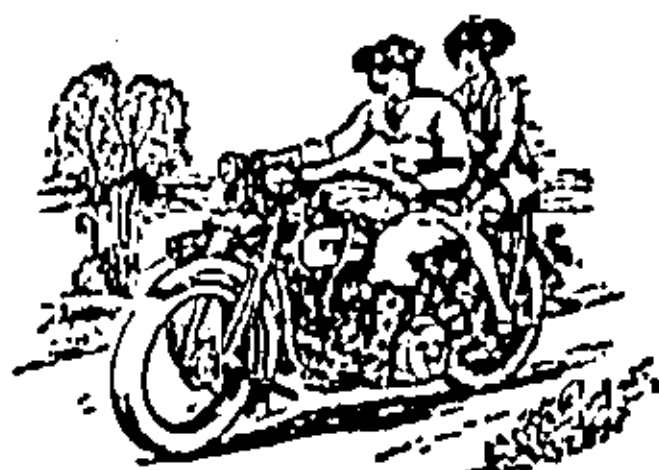
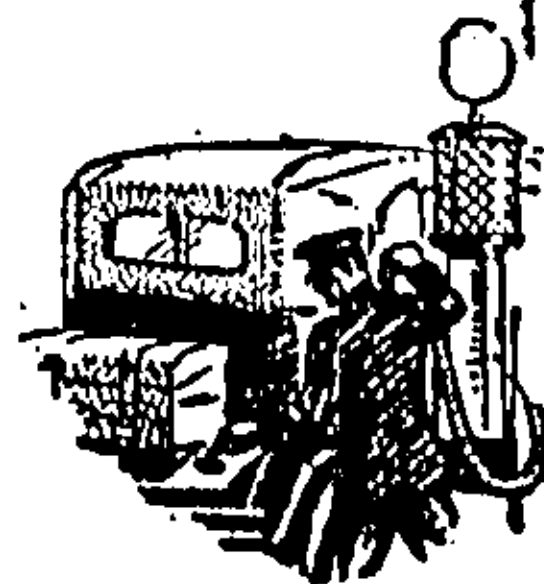
Our readers are advised to be certain not to miss this intriguing and exciting drama.





Hongkong Sunday Herald  
MOTORING SECTION  
SUNDAY, APRIL 6, 1930.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"



## 1930 HARLEY DAVIDSON NOW ON DISPLAY

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. K. 1242 & K. 804. 2, Kwong Wah Road, Kowloon.  
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

## In The Latest Colmore Cup Trial

THE UNAPPROACHABLE

# Norton

WON  
COLMORE CUP

G. B. GOODMAN ON A NORTON 3.84 h.p.

ALSO

3 GOLD MEDALS

D. MACQUEEN, N. HOOTON & J. H. SIMPSON

AND

RUNNER-UP AWARD

(for Next Best Side-Car Performance)

D. K. MANSELL

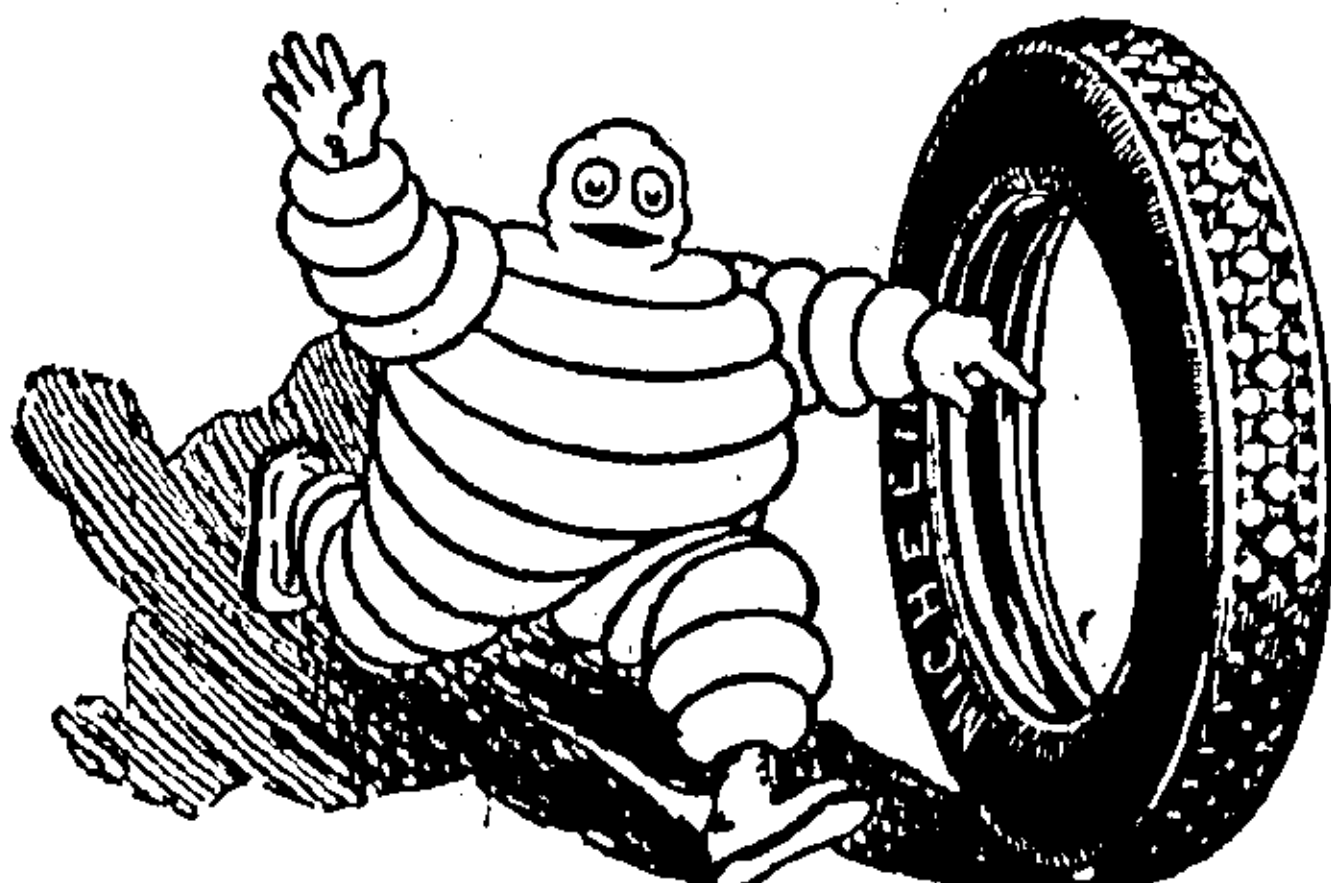
See the 1930 Model in Stock.

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AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.

China Building (4th Floor), Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C.

Tel. C. 4821.

## DIESEL ENGINES

### Cheaper Heavy Road Transport

Although we believe a number of commercial road-transport vehicles fitted with Diesel engines, or airless injection engines, as they should be called, are being developed in Britain by different manufacturers, one designed and constructed by Messrs. Kerr, Stuart and Company, Limited, California Works, Stoke-on-Trent, appears to be the first to be actually placed upon the market. The principal advantage of the so-called Diesel engine in this application, as in others, is that it utilises a comparatively cheap fuel in a highly-efficient manner, so that the fuel costs, which form an important item in the total running costs, are very materially reduced. The Kerr-Stuart lorry carries a load of 7 tons, and the total cost per mile, including all standing charges and running costs, and assuming 600 miles to be covered in a five-day week, is given by the makers as 5.64d., as compared with 11.13d. for a petrol-driven vehicle of similar capacity and 10.8d. for a steam waggon. The actual fuel consumption is stated to be one gallon of crude oil in from 10 to 14 miles, depending on the load, while the figure given for the consumption of lubricating oil is 1½ gallons per week, again for a distance of between 600 miles and 700 miles. The cost of the fuel was taken as 4d. per gallon in estimating the total cost per mile given above. If, therefore, the reliability and flexibility of the airless-injection engine can be shown to meet requirements, there is no doubt that its employment in the application referred to will materially affect the economics of heavy transport by road.

The Kerr-Stuart lorry has a platform 15 ft. 3 in. long by 7 ft. wide, the wheelbase being 13 ft. 6 in. and the track 6 ft. 2 in. in front and 5 ft. 8½ in. at the rear. It has an overall length of 22 ft. 3 in., with an overhang of 5 ft. 3 in., and can turn in a circle of 28 ft. radius.

The driver is accommodated by the side of the engine in a weather-proof cab, in which a seat is also provided for a second man. The overall height of the cab is 8 ft. 9½ in. The chassis frame is of pressed steel, the maximum depth of the longitudinal members being 14 in., and the cross members being of box section.

The engine fitted is of the McLaren-Benz airless-injection type. The particular model fitted has four cylinders, the bore and piston stroke being 195 mm. (5 5/16 in.) and 200 mm. (7 7/8 in.), respectively, and the brake horse-power developed being 70. A governor prevents the engine speed from exceeding 800 r.p.m., but the speed can be varied from the maximum down to about 150 r.p.m. by means of an accelerator pedal controlling the governor which, in turn, controls the quantity of fuel oil injected into the cylinders at each working stroke. It is, of course, an advantage of the airless-injection engine, in comparison with the petrol engine, that it is capable of producing a useful torque at low speeds, and, for this reason, we understand that the need for gear changing is greatly reduced. To demonstrate this feature, a Kerr-Stuart lorry was driven from Stoke-on-Trent to Harrogate, a distance of nearly 100 miles, without touching the gear lever, the vehicle being started on top gear at the commencement of the journey and after each of the subsequent traffic stops. The route followed in this test run was through several busy towns and over Marsden Moor, which involved a steady climb for many miles. In general, the makers state that, although four speeds forward and reverse are provided, it is rarely necessary to drop below third gear for starting on the level, even with full load. For actually starting up the Diesel engine, a small air-cooled petrol engine of the motor-cycle type, fitted with a pull starter, is provided, this engine turning the main-engine flywheel through a friction gear. This auxiliary starting engine is fitted with coil ignition.

## PONTIAC SIX.

### Power and Performance Greater.

The Pontiac Six, companion of the long established Oakland, already is acquiring some traditions of its own.

Many automobiles have completed their life history in much less time than has elapsed since the Pontiac Six first was introduced at the New York Automobile Show of 1926.

The first Pontiac Six gained such immediate favour that it established during 1926 an all time record for the first year sale of any new make of automobile. Since then it has been improved so steadily that to-day the Pontiac Six far exceeds in power, stamina and performance not only the Pontiac of 1926 but also the Oakland Six of that same year. Thus has automotive design progressed in less than four years.

So rapid has been this advancement that the many thousands of early-model Pontiacs still in daily service are beginning to attract the mild interest of automotive antiquarians who have followed the Pontiac through the evolution marking its total production of more than 600,000 cars.

One old Pontiac, proudly inscribed with a large "99" to identify it as the ninety-ninth car to come from the Pontiac production lines, frequently is pointed out to visitors at Maywood, Illinois. Having been driven more than 100,000 miles, it now is owned, for the third time by Central Motor Sales and Service of Maywood, which thrice has taken it back in trade on newer models. The Pontiac now is used as a service car.

Twice during the last four years this Pontiac has been stolen. Following its recovery after the last theft, the back of the car was found to have been perforated by a charge of buck shot. But, in spite of its "wounds" and its age, the owners expect to retain it in service for many years to come.

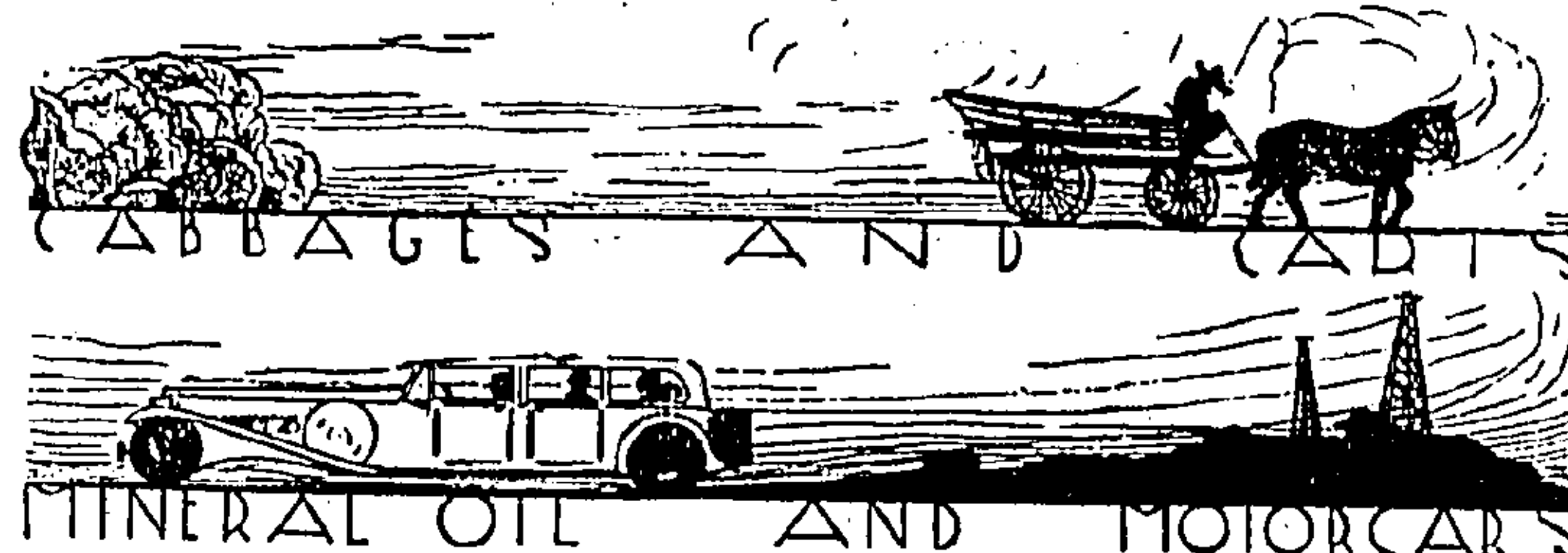
## MOTOR BOATING

£600,000 "Show" Sales in U.S.A.

"In America motor boating is developing even more rapidly than in this country," says The Motor Boat, "and on account of the geographical advantages alone, were there no other reason, it is bound to be on a very much larger scale than can ever be possible in the United Kingdom. An indication of the proportions which the motor boating industry has attained is given by the statement that more floor space was occupied in the recent New York Motor Boat Show than by any other trade exhibition, including the last Motor Car Show, that has yet been held, and on the first two days 57,000 people attended.

"Slow speed has become entirely out of fashion. Out of 200 boats, only one had a speed of less than 12 m.p.h. and only four under 16 m.p.h. The type of boat which gains most favour is neither the run-about nor the cruiser, but what is termed the 'sedan cruiser,' an intermediate between the two classes. Whether this development will become popular in Great Britain (as the closed car has become popular in this country after its almost general adoption in America) is doubtful, as the type hardly conforms to the demands of the average cruising man. The total sales at the Show amounted to £600,000."

tion, the current being supplied from the lighting battery, and the necessary petrol supply, about 1 pint, being carried in a tank attached to the carburettor. It is located under the second seat in the cab on the near side of the vehicle, and all the operations involved in starting can be carried out by the driver without leaving his seat.—Engineering.



Many years ago — before the discovery of mineral oil — vegetable and animal oils were used for lubricating purposes.

It is reasonable to assume that had it not been for the discovery of mineral lubricating oil, the development of the internal combustion engine — the motorcar engine, for instance — would not have been possible because vegetable and animal oils can not withstand the terrific temperatures necessary for satisfactory performance.

A high grade, straight mineral oil is undoubtedly the very best motorcar engine lubricant because, being of high quality, it does not gum or corrode the moving parts. It does not form sticky deposits on piston

head or valves. It withstands the effect of high temperatures and seals the space between the piston rings and cylinder wall — thus ensuring full compression and maximum power. It protects the moving parts against wear — forms a protective film that does not break down under the two to three thousand degrees of heat experienced at the upper end of the cylinder.

A mixture of Rapeseed Oil and mineral oil, or Castor Oil and mineral oil, can not function as well as a straight mineral lubricant, such as the NEW MOBILIL for instance — AND the NEW MOBILIL, like its deceased brother, Mobiloil, is not a by-product in the manufacture of benzine and kerosene.

# VACUUM OIL COMPANY



Numbered among the hundreds of thousands of users of Firestone Gum-Dipped Tyres, are veteran race drivers, leading operators of lorries, motor-buses and taxicabs—men who see tyres perform under difficult conditions. Everywhere, the evidence of Firestone superiority is piling up. You can trust the judgment of those who know the facts about tyre quality. Come in and let us explain why Firestone Tyres are better, and why we are equipped to save you money on tyres.

MOST MILES PER DOLLAR.

# Firestone

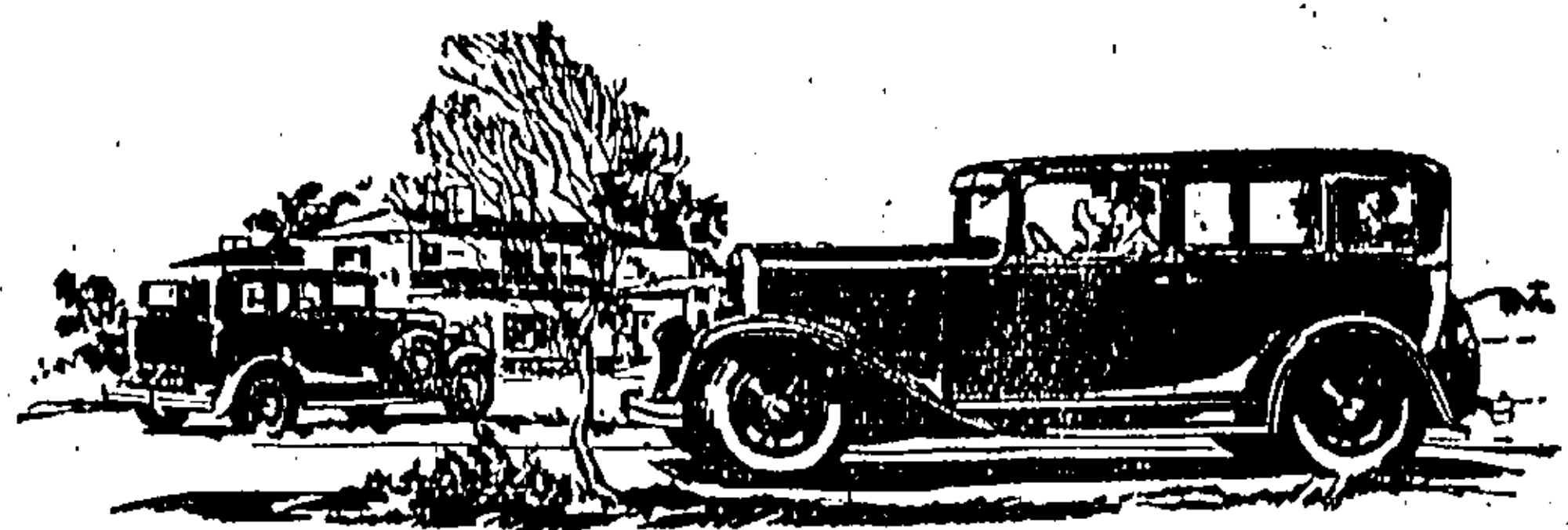
GUM - DIPPED TYRES.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

88 WONG NEI CHUNG ROAD, HAPPY VALLEY.





# ANNOUNCING

## A NEW 6 OF AMAZINGLY LOW PRICE

—the LOWEST PRICE at which a Six by Dodge Brothers has ever been sold.  
—the LOWEST PRICE at which a Six with internal-expanding 4-wheel hydraulic brakes ever has been offered.  
—the LOWEST PRICE at which you could have a car with a Mono-piece (Steel) Body, the most advanced construction known to the industry.

## A NEW 8 IN LINE SENSATIONAL IN VALUE

—SENSATIONAL VALUE in engineering—with Down-Draft carburetion; both air and oil cleaner; 220.7 cubic inch piston displacement; 4-wheel internal-expanding hydraulic brakes.  
—SENSATIONAL VALUE in comfort and luxury—four hydraulic double-acting shock absorbers; low-rung, silent, safe Mono-piece (Steel) Body; unusually high-quality upholstery; fully adjustable front seat.

## DODGE BROTHERS SIXES AND EIGHTS

CHRYSLER MOTORS PRODUCTS

SOUTH CHINA MOTOR CAR CO.

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Tel. C. 5644.

### CAR INSURANCES.

#### False Statements by Drivers.

##### THREAT TO SAFEGUARDS

The London Daily Telegraph learns that grave apprehension is felt in motor-car insurance circles with regard to two amendments which, it is believed, will be moved to the Insurance clauses of the Road Transport Bill. These clauses, it will be remembered, make "third party" insurance compulsory for all mechanically propelled vehicles.

The amendments are stated to be as follows:

(a) All payments to injured parties shall be approved and recorded by Registrars who will be appointed for that purpose, substantially in the same way as the "jump sum" payments under the Workmen's Compensation Act are registered.

(b) Every policy coming within the Act shall contain or be deemed to contain the following clause:

—"held covered, at a premium to be arranged, for any liability in respect of the death of or bodily injury to any person caused by or arising out of the use on the road of the vehicle or vehicles, the subject of this insurance, in all cases where, by reason of any incomplete or inaccurate statement or any misrepresentation, concealment, or non-disclosure by the assured, the insurer would not, but for this clause, be liable to the assured and the insurer does not show that a reasonable insurer would have refused to insure at any premium had the full facts been known to him."

It is contended in insurance circles that this second proposed amendment—of which the more serious view is taken—would put a premium on dishonesty.

At present "incomplete or inaccurate statement, misrepresentation, concealment, or non-disclosure" in a proposal for insurance invalidates the policy.

##### Necessary Safeguards

Under the proposed amendment an underwriter would have no defence against a claim in respect of an assured who has given false information as to his past record unless he could prove that no reasonable insurer would have accepted the risk at any premium had the full facts been known.

Since there is hardly a driver, however bad his record, who cannot



Picture shows in part the vicious taxi war which recently raged in Pittsburgh, Pa. A battered streetcar is pictured after he and a number of others were attacked and beaten by a crowd of several hundred.

obtain insurance by paying a sufficiently high premium, the amendment would practically destroy the protection now enjoyed by underwriters. The driver with a bad record could fill in a wholly false proposal form and obtain insurance at the normal rate, secure in the knowledge that discovery of his duplicity would only involve the payment of an additional premium.

Moreover, it is pointed out that the fact that a false proposal for insurance invalidates the policy is, at present, one of the greatest safeguards possessed by the public. There are many reckless and dangerous drivers who would hesitate to make a false proposal knowing in the event of a claim they might lose the protection of their policy and would have to pay the claim out of their own pocket.

A third and most important objection is that the amendment would destroy one of the basic principles of insurance. In every branch of insurance the contract is based on the utmost good faith of the parties. If by an Act of Parliament bad faith is to be no bar to a valid contract in motor insurance,

why should good faith remain essential in every other branch of the business? This is a matter to which Lloyd's and the insurance companies might well give their close attention.

##### An Expensive Proposal

As regards the first proposed amendment, an insurance expert pointed out that great expense would be involved—first to the State, by the necessary setting up of registrars and staffs all over the country, and, secondly, to motorists, through their having to appear before the registrars. Further, there would be an inevitable increase in litigation. These latter points would necessarily increase the cost of insurance.

The expert pointed out that at present the insurance companies settle some 120,000 third-party claims in the course of the year, and the number is increasing. Of these claims, only about 1 per cent, or even less, are now the subject of litigation, the bulk of them being settled by private negotiation.

An insurance company would, however, hesitate to take before a registrar any case where there is doubt as to liability but which it is

### CARS FOR VICEROY.

#### One British Out of 27 in a State Procession.

A correspondent in India, who is following with interest the campaign for Free Trade within the Empire, forwards the following news, which speaks for itself:

The Viceroy recently visited Hyderabad, and for the purpose of this State visit thirteen cars were bought and fifteen were hired at good prices.

##### One In 27.

"Thank goodness," he says, "the Viceroy himself was riding in a British car." The actual list of cars used on this occasion was:

Cars bought for the visit:—  
2 Buick Saloons.  
8 Buick Tourers.  
2 Chrysler Saloons.  
1 Chrysler Tourer.

Cars hired for the state procession:—

1 Rolls-Royce.  
1 Cadillac.  
1 Paige Saloon.  
1 Paige Tourer.  
1 Essex Saloon.  
1 Essex Tourer.  
1 Dodge Saloon.  
3 Dodge Tourers.  
3 Chevrolet Tourers.  
1 Chevrolet Saloon.  
1 Pontiac Saloon.

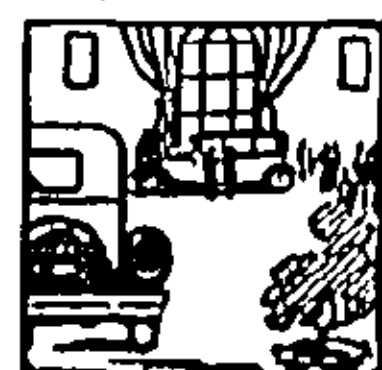
All of the above cars, except one, are of United States manufacture.

It was not a case of commission on sales, as the arrangements were made by the head of the British police, and he would not have used an American car if British cars had been available.

"The number of American cars that have been sold in Hyderabad in recent years," the correspondent adds, "is remarkable."

considered prudent to settle by compromise, as there would be a danger of the registrar refusing to agree to the proposed settlement. Litigation would inevitably ensue, in which, incidentally, both parties would consider that their case had been prejudiced by the fact that the whole of their evidence had been previously revealed.

Another point against the proposal is the inconvenience which would often result from the parties having to travel from different parts of the country for the registration of the settlement.



## MOTOR NEWS

From Road & Showroom



#### Australian Motor Show

The largest motor show ever held in Australia was recently opened at Sydney, with exhibits valued at approximately £1,000,000.

#### Judicial Opinion.

"A man travelling on an open road is entitled to go at any pace he likes, and pedestrians wanting to cross must signal."—Judge Greenwell.

#### A Little Hard!

To prove that he was not drunk a motorist removed his coat and waistcoat and stood on his head. He was then charged with being disorderly.

#### Simple, But Worth While.

A Mrs. J. S. Brown is described by one daily newspaper as the "woman who invented tail lights for pedestrians." Mrs. Brown wears around her waist a white belt with a red reflector. The adoption of this form of protection for pedestrians using dark country lanes is being advocated by many motoring authorities.

#### Road Code Wanted.

It is suggested that a special code of rules of the road shall be introduced in view of the great pressure of law-suits arising from road accidents. It is pointed out that if cases of this kind were tried under a clear code of rules, and not so complicated with the rules of law regarding negligence, jury service would be greatly reduced and the time of ordinary citizens saved, besides which the cases would be speedier and cheaper to those concerned.

#### Motor Ships in 1930.

In spite of the depression in shipping, contracts have been placed since the beginning of the year with British and Continental shipyards for 47 motor vessels totalling 303,000 tons gross, according to The Motor Ship. The majority are tankers, comprising 27 ships of 170,000 tons gross, whilst five are passenger liners of moderate size. The remainder, totalling 72,000 tons gross, are cargo ships, the relative paucity of orders for such vessels being natural in view of the shipping slump. Of the new ships that have been ordered, 10 are being, or have been, laid down in British yards.

#### Money Plentiful?

In Johannesburg petrol is 2s. 9d. a gallon, yet the bigger type of car with a relatively high consumption is very popular.

#### Parking in Paris.

Parking of cars in the centre of Paris is to be prohibited between 10 a.m. and 8 p.m. except on Sundays and holidays.

#### Unusual.

An unusual step for an American manufacturer is the announcement by Durant Motors that, in future, there will be no yearly models of Durant cars, improvements being incorporated as and when they are found desirable.

#### About Unsplinterable Glass.

An impression has apparently gained currency in certain quarters that various forms of safety glass are inherently stronger than ordinary glass of corresponding thickness. This, it should be remembered, is not necessarily the case, since although it can be taken that various forms of safety glass are shatterproof, they are not immune from the development of cracks if windows are roughly treated as by the violent slamming of the doors of closed bodies.

#### Cars in Jersey.

According to the Jersey Weekly Post, there were, on February 1, 2,626 private cars and lorries licensed in this island, the number of motor cycles being 608, sidecars 174, and cycle cars 64. During the summer months quite a large number of motor coaches are also in use, for Jersey boasts many popular beauty spots and good roads by which they can be reached—facts which are not always appreciated by non-residents.

#### Speeding up Traffic.

Much of the traffic congestion in the streets of large towns is caused by buses stopping to pick up and set down passengers. In an endeavour to overcome this trouble the L.G.O.C. and the Birmingham Corporation are experimenting with an entirely new type of double-deck bus. This vehicle has seats for forty-nine passengers, and special arrangements are made to facilitate rapid loading and unloading.

#### The Petrol Tax.

The estimated revenue from the British petrol duty included in the Budget during the current financial year was £15,700,000.

#### Third Party Insurance.

Anxiety is being felt in motor-car insurance circles regarding two possible amendments to the Road Transport Bill on the question of compulsory "third party" insurance.

#### To Be Regretted.

70,000 beech trees standing on the outlying parts of the Duke of Richmond and Gordon's estate at Goodwood, Sussex, were recently sold for £45,000. It is stated that the areas chosen for clearance will cause a minimum of interference with the beauties of the country around Goodwood.

#### A Wise Move.

A drastic move has been made by the authorities in Vienna to overcome the traffic congestion problem. All horse-drawn vehicles are to be prohibited in the inner city.

It is stated that this measure is found necessary by reason of the increasing number of cars which block the streets of the old city, more particularly in the evening, when the offices and shops are closing.

#### Torture by Motor-Cycle.

The modernisation of the middle ages' custom of tying a suspected criminal to a horse and dragging him through the streets cost three members of the Mexico City police force their posts and landed them in gaol as well. In this case a motor-cycle was used instead of a horse. The suspect, Fernando Zamora, was tied by the feet to a motor-cycle and dragged the length of one street. The man, however, refused to confess after this unpleasant experience, so the assistant chief of the police station, Juan Pascual Moritz, ordered him to undergo more of the barbarous treatment.

Zamora was dragged along three streets, and so seriously injured that he had to be placed in the prison hospital. Moritz and constables, Samuel Julio and Jacob Manuel Pieters, were arrested, dismissed from the force, and placed in prison to await trial.

#### Compulsory Screen Wipers.

It is the opinion of the Leeds Watch Committee that all motor vehicles should be fitted with efficient automatic screen wipers.

#### Garage Equipment Section.

At the next motor show to be held at Olympia from October 16 to 25 inclusive, a section is to be devoted to garage equipment, to which only the industry will be admitted. The new extension of Olympia will practically double the area of the building, the floor space of the extension being 250,000 ft. sq. against 800,000 ft. sq. of the old portion.

#### One to Five.

It is stated that there are in use in the United States at the present time approximately 22,000,000 cars, or approximately one to each five inhabitants, as compared with one for each six inhabitants two years ago. Canada has in use approximately 1,000,000 cars, or one for each nine inhabitants. The ratio two years ago was one for each twelve inhabitants.

#### Still More Cylinders.

It is predicted that at least six twelve-or-sixteen-cylinder cars will be on view at next year's New York Automobile Show. The chief engineer of a concern producing a low-priced car is of the opinion that larger power plants will shortly become more common.

#### New Rules.

Draft regulations concerning back number plates, which will affect every owner of a motor-cycle in Britain, have just been issued by the Ministry of Transport.

These make it compulsory for the back number plates carried on motor-cycle to be two-thirds of the size of motor-car number plates. They have hitherto been only half the size.

Motor-cycle plates must also be illuminated at night.

The new regulations will not be enforced until October so that motor-cyclists may have time to comply with them.

There are approximately 700,000 owners of motor-cycles and motor-cycle combinations in Great Britain. The estimated cost of new number plates for the motor-cycling community is £350,000.

#### Out and In.

During 1929 the exports of the United States increased by £24,025, mounting to the huge total of £1,049,696,600. Imports, however, rose much higher, the rate increasing by £60,000,000 to £380,126,800. The excess of exports for the year was £169,569,800.

#### Bus to Scotland.

A Regular bus service is shortly to be put in operation between London and Edinburgh, the single fare probably being in the neighbourhood of £1 for the 400-mile journey. The service will leave Edinburgh every morning, arriving at the destination the following morning, while a similar time-table will be operated from London. Daimler double-decker buses accommodating forty passengers in great comfort are to be used.

#### Underground Parking.

There is as much difficulty about parking in Copenhagen as in most cities, and a move to alleviate matters is being made by creating a large underground garage in the centre of the city, partly beneath the Town Hall Square. Entrance will be made down an inlet with a slight incline. Some basements already in existence will be utilised and the equipment will be fully up to date. The tunnel is especially intended for people living in the provinces, who can go by car to the "hall-porter," who will be responsible for its being stored and looked after.

#### Tyre Life.

A correspondent of the Autocar writes:—  
I ran 27,000 miles on my first set of tyres, by following closely these rules:—

(1) Never letting the pressure fall below 20 lb. per sq. in.  
(2) Checking the front wheel alignment at least once a month with a good aligning tool, and adjusting track rod to keep the wheels parallel, with toe in or out.  
(3) Always keeping tyres running in the same direction; do not change from near side to off side, but vary from back to front. Also keep the spare wheel and tyre as a spare, and return as soon as a pair of each punctured tyre to the hub or side of the car on which it has been running.

#### Eights More Popular.

According to the figures from Chilton Class Journal, 42 per cent. of all American makes of cars are now Eights. In 1923, only 10.4 per cent. were eights.

#### Over-Regulation.

According to Dr. Miller McClintock, director of the Albert Russell Erskine Bureau for Street Traffic Research in Harvard University, U.S.A., the past year saw a definite tendency to call a halt to the over-regulation of traffic as a result of haphazard installation and operation of "stop" and "go" lights and other signals. Dr. McClintock adds that "unnecessary and poorly timed traffic lights are the source of a great deal of congestion and delay, due to the frequently neglected fact that such lights stop traffic as well as pass it along."

#### Tanking Stations.

Denmark holds first place in Europe with regard to the number of tanking stations in relation to registered motor vehicles. It has 6,700 stations and 106,000 vehicles making 18.4 vehicles to each tank. Then follows France with 22.1 vehicles to every fuel station, Switzerland with 22.9 and Germany with 23.3. Holland has 23.7 and England 27.6 registered vehicles to every tap.

In all Germany, there are 40,000 fuel refilling stations and 933,312 motor vehicles. France 50,000 and 1,107,000 vehicles, England 70,000 and 1,865,211 automotive vehicles.

#### Protecting the Car.

An efficient means of preventing theft, and yet complying with police regulations, which demand that a car shall be movable when left by its owner, appears to have been found by the Beta-Manufacturing Company, St. John Street, Valley Road, Shipley, Yorks, who have introduced a petrol tap lock operated by a variable combination similar to that used for safes. The device can be used in place of the ordinary petrol tap, or in addition, and it can be contacted in any convenient part of the supply pipe. The tap can be operated only by a person having knowledge of the code letters and figures. The supply pipe leading to and from the tap is of large diameter to prevent choking, and it is easily accessible for cleaning purposes.

#### Traffic Signals

Edinburgh is increasing by twenty its automatic traffic signals.

#### Fashion Show.

A fashion show was held in connection with the Salon recently staged in Birmingham, Alabama, with the dealers of that city co-operating with the Atlanta branch of the Ford Motor Company. During the three days of the show, the attendance was 28,000. Numerous sales were made and future orders obtained.

#### In Buying Tyres.

In buying tyres purchase tyres of the same size as those bought with the car. There is a practice among some motorists to equip cars built for four ply tyres with tyres of six and sometimes eight ply. Unquestionably this affects the car's performance. Engineers spend a lot of time determining the proper tyre for a certain gear ratio, and when their findings are not considered by the motorist in buying his second set of tyres, the owner can usually expect a sacrifice in the performance of his car.

#### Glycerine in Radiators.

Those who have glycerine in their radiators should get in the habit of testing its strength at regular intervals. While glycerine does not evaporate as does alcohol, the water with which it is mixed will, causing an increase in the strength of the solution. Drop around to a service station and have a hydrometer reading taken. Any change in the balance of the solution should be remedied by adding radiator glycerine or water to bring the entire solution back to original strength. A high percentage of glycerine to water is, of course, a safeguard against freezing, but if too high, it will have a tendency to overheat the motor. If the glycerine solution is too weak, freezing may result.

#### BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 24, Wyndham Street or Phone C. 4441.



## INFERIOR PARTS

## May Be Expensive Proposition

Watch out for inferior car parts manufactured by irresponsible machine shops. What may appear on the surface to be a saving in money will likely result in an expensive proposition if you do not insist on genuine Studebaker parts for your car. We can point to many owners who have been victims of unauthorised parts.

One man came around with a broken rear axle shaft. It developed that he had twisted the original shaft in a collision and had it replaced at a small out of the way garage which did not handle Studebaker parts. They had given him, no doubt in good faith, an axle of the correct size, but one that had been built at some local machine shop. It had not been forged at Studebaker's axle; it had not been properly heat treated, and the type of alloy used was in no way similar to Studebaker specifications.

What was the result? In less than 1,000 miles of driving the new axle twisted and cracked. The owner had no recourse. This company that had built the axle was not responsible, and had placed no guarantee on its product. There was nothing to do but take the loss and pay the price of a new part.

Studebaker parts are built in accord with exacting specifications arrived at after years of experiment and experience. They are guaranteed to be up to certain standards, and if they are not Studebaker standards behind them. No matter what you buy for your car, be it a part ever so insignificant, it will be money in your pocket to insist that it is Studebaker built. Genuine Studebaker parts are prepared at Studebaker service stations.

## OIL DILUTION

## Too Rich a Mixture Causes Much Trouble

Oil dilution is one of the worst enemies of your engine. Moving parts are protected by a film of oil which prevents metal from coming into contact with metal; that is, when your lubrication is perfect. A film of oil and gasoline will not serve the purpose.

All valves are closed on two of the four strokes which form the cycle of an engine. One is on the power stroke. If your piston compression stroke and the other rings do not fit as they should, part of the gasoline vapour will pass the rings as the compression increases.

No engine has perfect compression. If you doubt this, remove the cap from the oil filler tube and try to hold your hand down on it while the engine is running. If it were not for this leakage the same oil might hold up for several thousand miles.

Too rich a mixture is responsible for much dilution. You give the engine more gasoline than it can burn in a sharp clean explosion and part of it passes the rings on both the compression and power strokes.

Dilution is more rapid in winter than summer, because your engine is hard to warm up, and you use the choke too much.

Fresh oil shows up well on the oil gauge, but cold oil, regardless of its dilution, will keep the needle over against the peg too. Test oil between your fingers. If it is diluted you can "feel through" it as you rub your fingers together. If it is good your fingers are really separated by it.

**K.L.G.**  
THERE'S A TYPE  
TO SUIT  
YOUR  
ENGINE



THE WORLD'S  
BEST SPARKING  
PLUGS

Distributors for  
BURMA

G. McKENZIE & CO. (1919).  
LTD.,  
RANGOON.

## 2,196,714 MOTORS

## Britain's Growing Army of Cars

An idea of the burden put upon the highways and by-ways of Great Britain as the result of the ever-increasing number of mechanically-propelled vehicles which race along them daily, is gained from the Census of Mechanically-Propelled Road Vehicles for 1929, issued by the Ministry of Transport.

The number of such vehicles for which licences were current during the quarter ended September, 1929, was 2,196,714, as compared with 2,052,539 for the corresponding period in 1928, an increase of 144,175.

Of this vast number there were only 64 electrically propelled vehicles, as against 30 during the same quarter of 1928.

Cars of 12 horse-power, according to the tables, are the most popular with road-users, there being 521,131, as compared with 229,897 during the preceding year; an increase of 21,234.

Next in order of popularity are cars of 14 h.p., which numbered 118,790, a considerable increase over the figures for the preceding year.

There were only five cars of 45 horse-power during the period under review, an increase of one over the number licensed during

## DEALERS' LICENCES.

## The Law in Singapore and Johore.

That the legal authorities in the Colony and Johore ought to reconstruct the law relating to the use of dealers' cars upon a basis of common terminology in regard to registration was the opinion expressed by the Chief Justice (Sir William Macleay) in the course of a judgment delivered in the Supreme Court, Singapore.

The judgment was on an appeal by the crown against the acquittal of Mr. Windsor on a charge in the police courts of using, in Singapore for purposes other than those for which it was licensed, a motor-car with a Johore dealer's licence.

His Lordship added that he thought that it should be provided that the holder deemed to have registered in his own territory any car bearing such mark.

Delivering judgment, his Lordship said that section 4 (1) of Colony Ordinance said that cars must be registered with the C.P.O.

Section 13 (1) of the same Ordinance, which applies to Johore cars in Singapore, exempted from that requirement cars which were in the Colony but were registered in Johore.

## A Technical Offence

There was no registration of cars. Cars were licensed there, not registered. The strict construction, therefore, of section 13 (1) was that it could not apply at all to Johore cars in Singapore, but, his Lordship thought the reference in section 13 (1) to "registra-



Here is a new one: Steve Walczynski is a Chicago taxi cab driver. He was held up by a man and a girl who were passengers in his cab. Then they forced him to remove his clothing, which they scattered to prevent pursuit.

1928, and only one car of 47 horse-power was licensed.

The total number of cars taxed on horse-power was 980,886, as compared with 884,645 during 1928. Goods vehicles totalling 329,794, as against 305,741 during the previous year; 97,997 hackney vehicles were licensed, and there were 732,300 bicycles and tricycles on the roads.

## SOVIET MOTOR GROUP.

The Soviet Republic, realizing the need for good roads to open up its interior to trade and markets, has formed an automobile association known as the Avtodor, or Society of Automobiles and Roads.

Throughout Russia's great stretch of land, housing about 150,000,000 persons, there are only 21,000 automobiles. This is attributed to the lack of good roads.

The plans of the Avtodor call for a roadbuilding programme of 15,000 miles of paved highways and 75,000 miles of modern surfaced roads within 10 years. When these roads are constructed, there will have been created a greater market for motor vehicles, because of agricultural markets that will open up with these roads.

The Avtodor is participating in plans for an automobile pla. in Moscow. A goal of 100,000 light passenger cars and automobiles has been set.

Motor buses are becoming popular. They were first used in Moscow in 1925 and by the end of 1927 there were 139 in the city. This year an appropriation was made for the purchase of 200 additional buses to furnish transportation in the city. Within the next three years the number of buses in operation within Moscow will be 1,400 and more than 2,000 modern taxicabs will also be in service by the end of this year.

As part of a large transportation scheme a subway, for which \$20,000,000 has been appropriated, will be constructed to relieve congested traffic caused by narrow streets in the city.

## Recognition

An "first man to promulgate the doctrine, that for the prosperity of the country the working man should be prosperous." Mr. Henry Ford has been awarded the gold medal of the Pennsylvania Society.

tion," must, so far as Johore was concerned, be taken to be equivalent to licensing.

The next point was whether the identification marks granted to Johore dealers were equivalent to a licence, and, therefore, equivalent to registration in the Colony. His Lordship did not think that was so. The licensing officer under section 4 (1) (b) of the Johore enactment was empowered to issue identification marks for dealers' cars, and then the dealer was not liable to the penalties set forth for non-registration. But the car was not licensed, nor even deemed to be licensed. It therefore was not registered under the Colony law, nor deemed to be registered.

His Lordship held, therefore, that as the respondent's car was not licensed in Johore, he committed a technical offence in Singapore.

## CARS ON LEAVE.

## Morris Scheme of Distinct Interest.

Arrangements have recently been made by Morris Motors, Ltd., to enable Britons abroad, before returning on leave, to order their cars through the Morris overseas dealer in the district where they are stationed, take delivery in Britain, use them for the period of their vacation, and, at the conclusion, hand the vehicles over to the export packing department at Cowley for shipment to the scene of their normal labours.

These facilities are offered at an inclusive price—varying, of course, with the final destination of the vehicle—which figure, however, can be obtained from the local overseas dealer before the order is placed. Thus the purchaser knows precisely from the very beginning how he stands financially, the system offering economical advantages, besides relieving the purchaser from all the trouble of shipment and dispatch. As the average Briton in the outposts of Empire usually spends at the most six months at a time at home, and, perhaps, three years at his work, there is everything to be said for choosing a type of car and body that will be suitable for local conditions during the longer period rather than merely during the short vacation.

## ROAD TRANSPORT

## The Reliance of the Public

[By the Editor of the Commercial Motor]

The amenities of the modern social fabric are almost entirely dependent upon good and cheap travel facilities, and in this respect no medium for passenger transport has done more than the public-service road vehicle, whether it be bus, coach or taxicab. What modern life would become if we were suddenly deprived of these transport media for any considerable period it is almost impossible to conceive.

The bus has exercised a tremendous influence both upon dwellers in the country and those who reside in the suburbs surrounding the big cities. Without it, means for transport giving adequate service at a moderate cost, there could never have been that partial exodus from the busy centres of industry, which is doing so much to lessen the housing congestion and promote the health of the people.

Even the worker in the village is afforded far greater opportunities than were his forbears, and this without the need for leaving his home. Journeys are now made daily which, not many years ago, would have involved deliberation possibly for weeks. This freedom permits a much higher degree of social intercourse, with its resultant broadening of the mind and the expelling of many old misconceptions.

Much has been accomplished by the railway, but it could never have achieved the same measure of penetration—in fact, until the advent of the bus there had been but little real progress in the provision of what we may term inter-urban transport facilities.

The manner in which coach travel has developed has amazed even the most far-sighted, and it has affected every class of traveller to such a great extent that many people who could afford private motor cars actually prefer to make use of the coach, as is shown by the great increase in the number of long-distance services, apart from the many shorter trips taken purely for pleasure and recreation. When a party is made up for a visit to the seaside, etc., the first thought, in many instances, is travel by coach to whatever point is selected as the destination.

Much of this success can be placed to the credit of our chassis builders and bodymakers, who have produced such remarkably smooth-running and comfortable vehicles, comparable in nearly every respect with the luxurious private car, travelling almost as fast and, if anything, being safer because of the great care which has been paid to design, particularly in respect of braking, whilst the suspension and road-holding properties are considered by many to be better than in any other class of vehicle.

Whatever the future holds for the road-passenger-transport industry, it is inconceivable that the march can be in any direction other than forward, and the portents indicate more vehicles, more passengers and greater prosperity.

## ALPINE RACE.

## Honours for Food Cars

The Coupe des Alpes is said to be the hardest road race in Europe. It goes through parts of Switzerland, Germany, Austria and Italy and over some of the highest and roughest mountain passes, including the Passo del Stelvio, one of the highest in the world. Two Ford cars won big honours in it last year.

The first day was from Munich to Villach in Austria and the road passed over the famous Katschberg Pass, 2,100 metres high with 30 per cent. grades. The second day they went on to Merano, in Italy. The roads in this part were bad, having loose stones and potholes several inches deep. In the afternoon, the cars had to go over Passo del Giovo, 2,000 metres high. The Fords arrived at Merano in good time. Several teams had already been eliminated.

On the second day, the run was a circular one from Merano to Merano via Bolzano over some of the worst country in Europe. The Swiss team did well, going over the mountain passes with an approximate average of 52 kilometres per hour, one of the best records of the day. When the results were published that evening, it was noticed that the Swiss Ford team and a German team were the only complete teams left in the race. The fourth day's run to Lugano included the famous Stelvio pass, 2,700 metres high with 25 per cent. grades. The Ford cars again averaged about 54 kilometres per hour.

The fifth and last day was from Lugano to Como, Italy. The Ford team of three cars left at 8.46 a.m. and successfully passed over the Gotthard Pass, the Furka Pass and the Simplon, everything going well until 80 kilometres from the finishing line when one of the cars tried to catch up with the other two and as a result went off the road.

Monseratt and Regazzi arrived at Como, having made an average of 52 kilometres per hour, although an average of 48 was all that was required. They were presented with two magnificent gold cups.

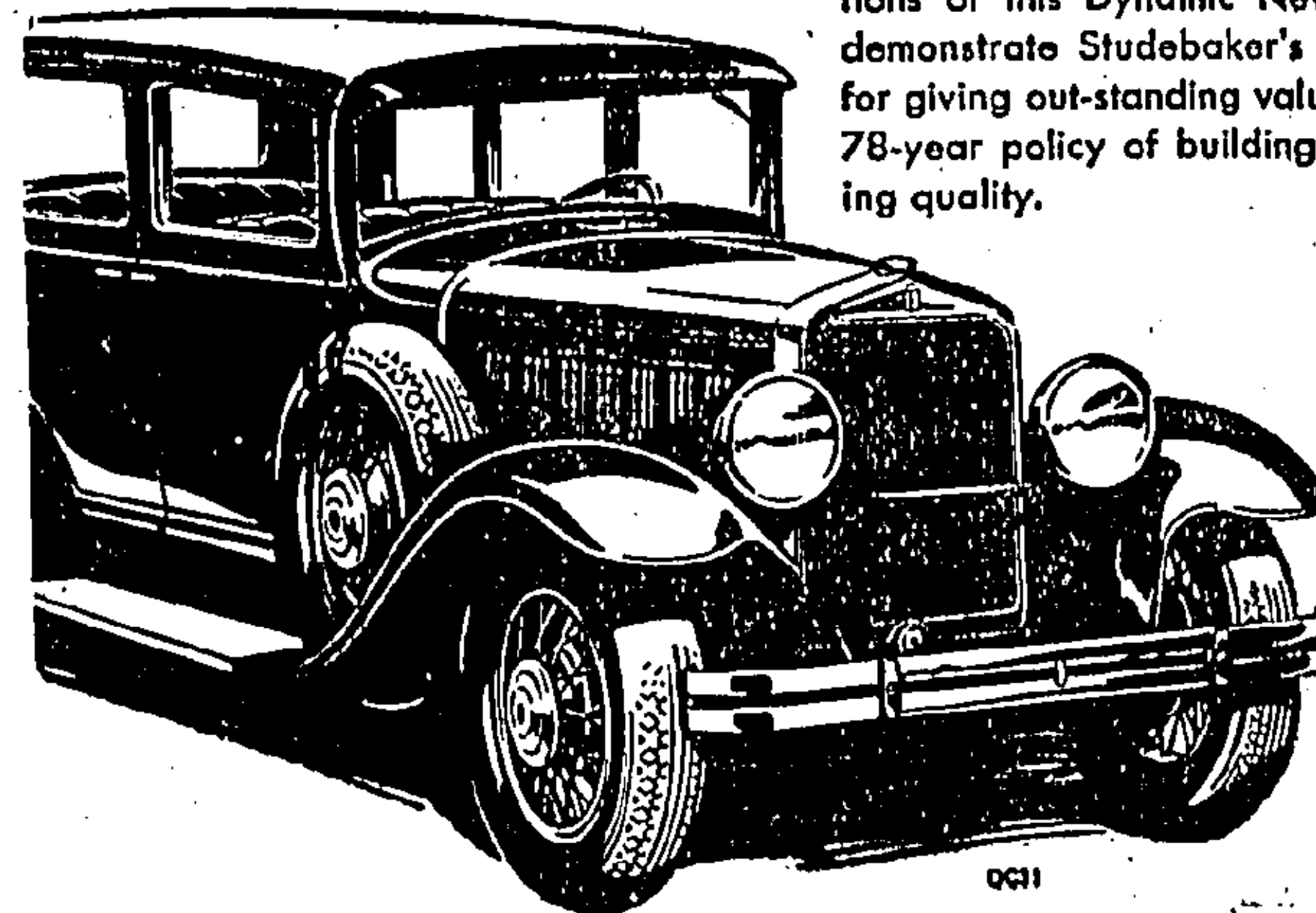
## Abundant Power--Size--Beauty

DYNAMIC NEW

ERSKINE

CREATED AND BUILT  
BY STUDEBAKER

MORE POWER to weight than any other car in its class! More size, more comfort, more style than its low price ever purchased before. 114-inch wheel-base, 70-horsepower Studebaker-built engine, power-conserving silencer, new duo-servo braking, Timken bearings at 12 vital points—specifications of this Dynamic New Erskine demonstrate Studebaker's facilities for giving out-standing value and its 78-year policy of building upstanding quality.



Prices range from H.K.\$3,495 to H.K.\$4,380.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

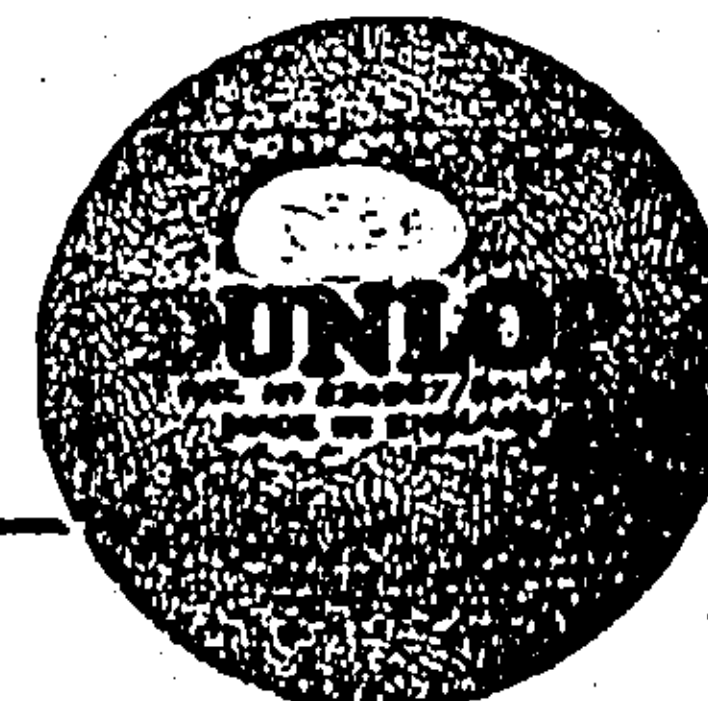
## THE DUNLOP TENNIS BALL

has to its credit the largest number of tennis successes ever achieved with any Tennis Ball.

1929  
RECORD

750  
CHAMPIONSHIPS  
& TOURNAMENTS

throughout  
the World



\$10.00 per dozen at all Stores.  
Special Rates for Clubs and Tournaments.

## THAMES HIGHWAY.

## Enterprising Henry Ford.

Henry Ford's new American method mass production automobile factory at Dagenham, near London, has rediscovered the River Thames as a highway for passenger traffic.

The factory is arranging to convey some thousands of its workers daily by water from Charing Cross and is having an express motor boat, able to do 30 miles an hour, constructed for this purpose.

It is claimed that in this way, by reopening "the finest road in London" 30 minutes can be saved on each journey. Motor-cars are unable to traverse the traffic-congested streets at more than an average of about seven miles an hour.

The London County Council, which is the chief municipal authority, at one time operated passenger boats on the Thames but some years ago it discontinued this enterprise. The question of resuming this service is still being considered. —Christian Science Monitor.

## BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to RA, Wyndham Street or Phone C. 4641.

## Time to Re-tire Get a FISK



The last word in tyre

MILEAGE

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors: GILMAN & CO.

Telephone C. 290.

4A, Des Voeux Road C.



## BUYERS' GUIDE

### MOTOR CARS

**ARMSTRONG SIDDELEY.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**BEAN.**—Lane, Crawford, Ltd.  
**BUICK.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.  
**CADILLAC.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**CHEVROLET.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**CLYNO.**—Lane, Crawford, Ltd.  
**DODGE.**—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
**FIAT.**—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.  
**FORD.**—Wallace Harper & Co., Ltd.  
**HILLMAN.**—Lane, Crawford, Ltd.  
**HUMBER.**—Lane, Crawford, Ltd.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**OAKLAND.**—Lane, Crawford, Ltd.  
**OLDSMOBILE.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.  
**PACKARD.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.  
**PLYMOUTH MOTOR CARS.**—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
**PONTIAC.**—The Oriental Motor Car Co., 60, Queen's Road C. Tel. C. 409.  
**ROLLS-ROYCE.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**STUDEBAKER.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**VAUXHALL.**—Lane, Crawford, Ltd.  
**WILLYS-KNIGHT & WHIPPET MOTOR CARS.**—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

### MOTOR TRUCKS AND TRACTORS.

**BEAN.**—Lane, Crawford, Ltd.  
**CHEVROLET.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**FIAT.**—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.  
**FORD TRUCK.**—Wallace Harper & Co., Ltd.  
**FORDSON TRACTOR.**—Wallace Harper & Co., Ltd.  
**G.M.C.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.  
**DODGE.**—South China Motor Car Co., 33, Des Voeux Road C. Tel. C. 5644.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**SPA.**—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.  
**STUDEBAKER.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**WILLYS-KNIGHT & WHIPPET TRUCKS.**—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

### MOTOR CYCLES

**B. S. A.**—The Sincere Co., Ltd., Des Voeux Road. C. 1067.  
**HARLEY-DAVIDSON.**—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. K. 1242 & K. 804.  
**HUMBER.**—Lane, Crawford, Ltd.

### TYRES AND ACCESSORIES.

**ACCESSORIES.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**ACCESSORIES.**—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
**FIRESTONE TYRES.**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.  
**FIK TYRES.**—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.  
**MICHELIN TYRES.**—Goeke & Co. China Building C. 2221.  
**WILLARD BATTERIES.**—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

### TROPICAL TOURING.

#### Gear Chosen for a Strenuous Trip.

More and more are cars used in connection with hunting expeditions in the tropics. The latest expedition to set out in that of Mr. and Mrs. Martin-Johnson, the well-known explorers, who have sailed for Central Africa with the intention of photographing wild beasts in their natural haunts. It is expected that the trip will prove to be the most interesting and important of their four African expeditions, and will take some two years to complete.

For the first time in history sound pictures are to be taken in the African jungle, the purpose of the trip being to reproduce in natural colour and action all the life of the tropics. Besides provisions, cameras, chemicals, camp equipment, guns, ammunition and such like things, eight Willys-Knight cars have been taken, and it is certain that these vehicles will have to stand up to an enormous amount of hard work, as they have on the previous trips of these explorers.

#### AMAZING.

#### Sixty Miles on a Dirt Track.

On a dirt track of only a mile and a quarter circumference at Auckland in New Zealand, a British Austin Seven recently put up an amazing record by averaging a speed of 60 m.p.h. for six hours. The car, a supercharged model of the same design as raced by the Austin Motor Co. in the 1929 Dublin Grand Prix and the Ulster T.T., stood up perfectly to the gruelling conditions.

Phil Seabrook and R. Grierson piloted the little car to this remarkable victory.

In spite of the fact that the

Austin Seven has secured over a thousand victories on road and track since it was introduced to the public some seven or eight years ago, this latest achievement must be conceded to be at least among the most brilliant of Austin's performances. To maintain such a speed on a tiny unbanked track will seem incredible to those with any experience of dirt track driving. Phil Seabrook is very well known in motoring circles in New Zealand, and this is not the first occasion upon which he has distinguished himself.

### FORD'S PROGRAMME.

#### New Assembly Plant at Richmond.

Detroit, Jan. 31.  
 As part of the Ford Motor Company's programme for 1930 announced recently actual construction of the new assembly plant of the company at Richmond, Cal., will begin in the spring, and will be completed during 1930.

Edsel B. Ford, president of the company, announced to-day.  
 Situated on San Francisco Bay, the site was selected in conformity with the Ford policy of locating its plants, wherever possible, so as to utilise both rail transportation and economical water transportation. A ship along side the property has been dredged to thirty-two feet in depth, and connected with a deep-water channel to the sea. There are approximately 62 acres in the site.

The new Richmond plant will replace the one now located in San Francisco, and its capacity of 400 cars daily will represent a very substantial increase over that of the old plant.

In addition to connection with both the Santa Fe and Southern Pacific railroads, the property has the advantage of location on the Richmond Harbour channel, allowing boats of 30-foot draft to dock at low tide. An important feature of the plant will be the docking and ware house facilities. Ships will be able to discharge direct into the plant. This warehouse will have a storage capacity of materials and parts for more than 5,000 cars, which represents much more than a full cargo for one of the largest of the Ford ocean steamships.

Loading and unloading of ships will be accomplished mechanically through use of cranes and specially designed conveyors. Car and truck parts shipped from the Ford plant at Chester, Pa., through the Panama Canal, will be handled on Ford owned ships without crating, thus eliminating expensive packing and boxing charges. The railroad facilities have been constructed with a view to prompt and economical handling, and with each form of transport supplementing the other, substantial savings will be effected.

Plans are now being prepared for the plant, warehouse and dock, which it is stated, will consist of the most modern type of assembly plant construction that have been developed by the Ford Motor Company.

The Ford Company states that construction of the new plant has been made necessary by greatly increased business in that part of the Pacific Coast area now being served from the San Francisco plant. This increased business has been the result of the heavy demand that followed introduction of the Model A Ford car. It is stated. This same demand resulted in the announcement of the Ford Company, last Spring, of plans for the new assembly plant at Long Beach, Cal., which is now nearing completion.

### FINER CARS.

#### Willys-Knight Great Six.

Conspicuous among the finer group of motor cars being exhibited is the new Willys-Knight Great Six, a product of the Willys-Overland Company. The unusual interest being shown in these quality cars indicates that during 1930 these luxurious six cylinder models, employing the most powerful Knight sleeve-valve engine ever built by the Toledo manufacturer, will enjoy an even greater degree of popularity than before.

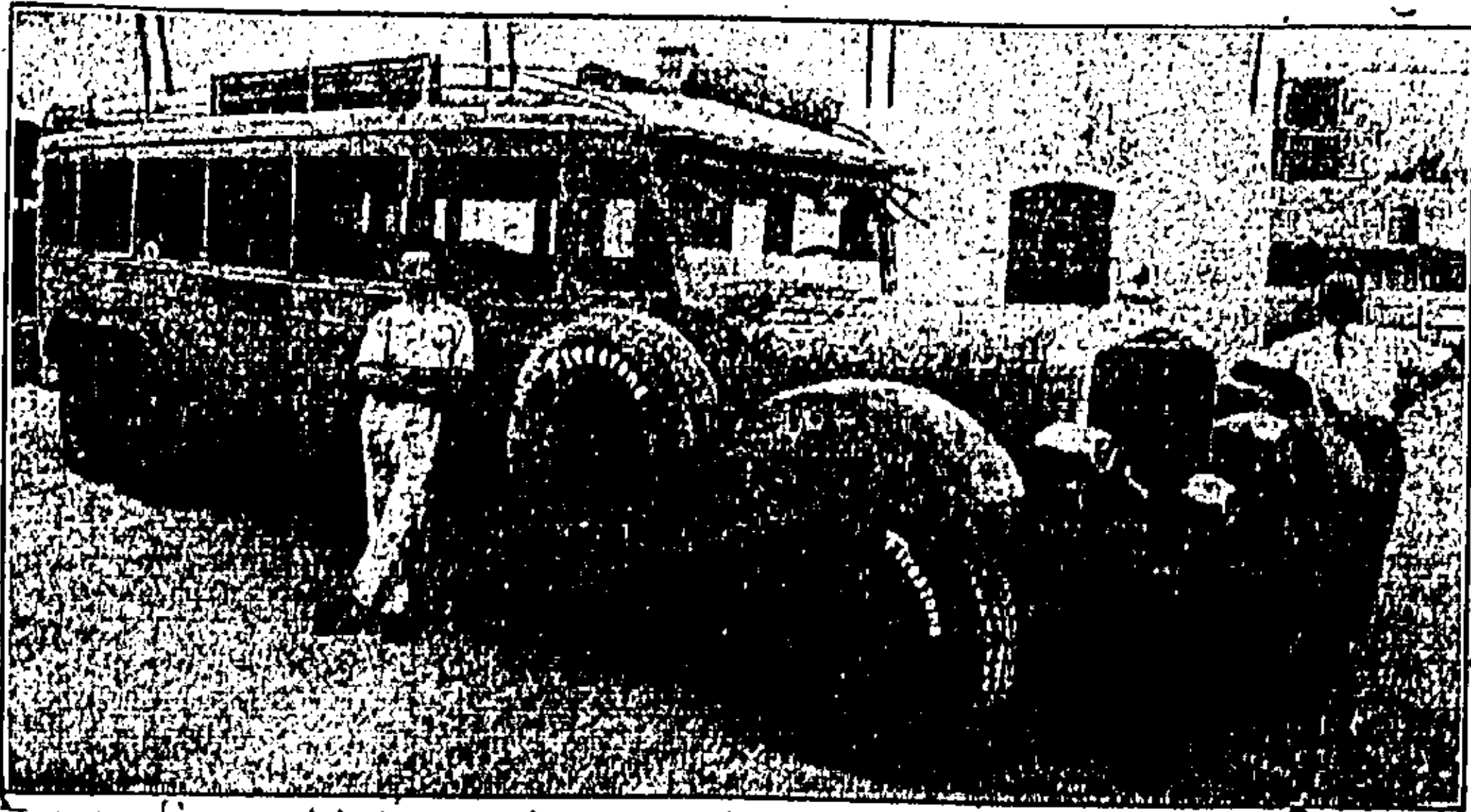
In general design, these striking models carry out the aim of the manufacturer to present a car that answers every demand of the critical buyer, embracing the finest materials, highest type of craftsmanship and modern engineering ideas to produce a motor car that bespeaks quality, style, beauty of lines, power, speed and serviceability.

The bodies of the new Willys-Knight are characterised by a distinctive style development which clearly marks a new era of motor car beauty. The general lines of the car, together with the novel treatment of the moulding, provides a means for the employment of exterior colour combinations that materially enhance the smart effect. The development of the body builder's art shows a careful attention to every detail of finish and equipment. The interior appointments, general fittings, hand-grips, lighting arrangement and other accessories add materially to convenience, besides being tasteful and in complete harmony with the quality of these motor cars.

The engine that powers this 1930 Great Six, with a development of 87 horsepower, is the most powerful ever built by Willys-Overland. This great power, together with its high speed of more than 70 miles an hour, meets every demand of the modern driver and is in line with the demand of the motoring public for fast and safe transportation.

The new Great Six is now being exhibited throughout the nation at all Willys-Overland show-rooms.

### 'BUS IN THE DESERT.



Ancient travellers on the torrid Syrian Desert would have been amazed if they could have seen this modern passenger and baggage bus rolling along at 35 miles an hour over hot desert sands.

This is the type of bus operated by the Eastern Transport Company from Damascus to Bagdad. The route is 260 miles long and is covered

with a mixture of sand and sharp silt. Tyres did not last long and the owners of the line were discouraged when they found the tyre cost threatening to drive them out of business.

Captain Nairn, Managing Director of the Company, was induced to try Firestone Truck & Balloon Tyres. Rigid tests made of leading makes of tyres show Firestone's performance 300 per cent.

better than the nearest competitor. The adoption of Firestone Truck and Bus Balloons as equipment has proved a big factor in keeping this important bus route operating.

The temperature on the Syrian Desert in the summer time gets as high as 170 degrees and this bus route is one of the most severe tests of tyres to be found anywhere in the world.

### NEW RECORD.

#### Studebaker & Erskine Sales.

South Bend, Feb. 20.  
 Studebaker and Erskine sales in overseas markets during January set a new high record for the last seven months. Sales for the month surpassed December sales by 15 per cent. A still larger increase in business for the first month of the year was experienced in the United States, where sales exceeded January, 1929, and surpassed December by 72 per cent.

**Record in New York.**  
 In New York, where the stock market situation recently caused some uneasiness, more Studebaker and Erskine cars were delivered to purchasers than during any other January in history. At the Chicago Automobile Show a new all-time mark for sales was also set.

Ample evidence that overseas dealers are looking forward to an increased volume of business in 1930 is contained in the record shipments to leading centres during the first month of the year. Studebaker Distributors, Limited, recently appointed distributors for the British Isles, ordered 42 Studebaker and Erskine cars for shipment in January, a substantial increase in shipments made to England over the corresponding month in 1929.

C. Fris-Hansen Co., Copenhagen, set a new high mark for the month with total shipments of 70 cars. That prospects for increased sales in Denmark during 1930 are excellent is contained in this 20 per cent increase over January last year.

#### Overseas Shipments Soar

Automobile sales are expected to increase in Spain, as indicated by record shipments totalling 23 cars made in January to Stevenson, Romagosa & Co., veteran distributors in Barcelona. As in the case of other leading distributors, Barcelona shipments for the month surpassed those of January, 1929, by a substantial margin.

Among other leading cities where shipments exceeded those of last January were Shanghai, Holsingford, Manila, Sundsvall, Santiago, Prague, Hong Kong, Hobart, Perth, Caracas, Ancon, Callao, Concepcion and Reykjavik, Iceland. Substantial increases were also made in shipments to Malta, Bilbao, Malaga, Oviedo, Santander, Vigo, Beyrouth, Cairo, Benares, Bombay, Trichinopoly, Moukden, Tientsin, Bangkok, Singapore, East London, Guadalupe, Montevideo, Tampico, San Luis Potosi, Havana, Santo Domingo, Georgetown, Maracaibo, San Cristobal, La Paz and Valdivia.

### BUSES IN THE WAR

A large number of motor-vehicles which had been contracted from public Motor Bus Companies for facilitating the transportation of the Government punitive forces at the front in Kwangsi, a few weeks ago, have been sent back to Canton by the Provisional Headquarters of the 8th Route Army at Wuchow.

The buses are found to be in quite good condition having apparently sustained no damage during their mission. They will be returned to their owners shortly.

## CHECK BUICK'S CHASSIS

-note its distinctive construction

...then you'll know why more than 2,000,000 people have bought

## BUICKS

The world-famous Buick chassis and Buick's smart new Bodies by Fisher! An unrivalled combination! Providing the highest degree of motor car performance and all-round motoring satisfaction, over the greatest number of miles!

The more thoroughly you compare Buick with other cars, the more clearly you will understand why more than 2,000,000 people have bought Buicks—why men and women are buying from two to five times as many Buicks as any other automobile priced above

\$1200—and why they have purchased more Buicks during the few weeks this brilliant new car has been on the market than in any like period in Buick history.

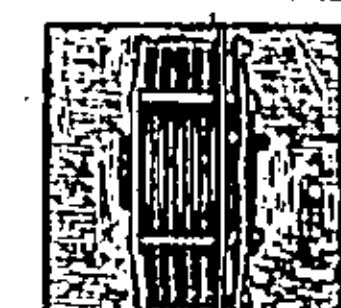
See the new Buicks and arrange to buy one. Six of the 14 luxurious body types, incorporating all the famous Buick superiorities, are available at prices ranging from \$1225 to \$1295, f.o.b. factory. All available on the extremely liberal General Motors Time Payment Plan.

Buick's 400-horsepower Valve-in-Head engine is the most powerful engine of its class in the world. It is famous, too, for unrivalled smoothness, economy and stamina. It incorporates such marked engineering advancements as counterweighted crankshaft with torsion balance, carburetor heat control, positive pressure gas pump, and triple seal against wear.



Buick's new flexible steering gear imparts matchless steering ease throughout the entire turning range, while the new Buick Road Shock Eliminator absolutely prevents transmission of road jolts and jars to the driver's arms. This feature which makes a tremendous contribution to driving ease and roadability.

Buick's Controlled Servo Reduced Mechanical Drifter provides the most perfect control ever devised for any automobile. They are smooth, sure, silent in operation, and achieve positive results with minimum pedal pressure. And because they are enclosed—fully protected against dust, dirt and water—they insure maximum braking efficiency in any weather.



Buick's famous multiple-disc clutch, too, reveals marked superiority. In addition to being far quieter than those of conventional design, it imparts exceptional smoothness, due to its special facing which insures quiet, gradual engagement of the driving and driven surfaces.

New, longer rear springs, in conjunction with four new Leafway Duo-Drum Shock Absorbers, impart a superlative degree of riding comfort. These two vital comfort factors work together in perfect harmony to check both bound and rebound over the roughest roads.



Buick's famous torque tube serves two vital purposes. It not only carries the driving thrust, leaving the rear springs free to maintain the car's proper, but also forms a major unit of the Buick chassis unit. Every moving part of the Buick chassis—from the rear wheels—fully protected against dust, dirt and water, insuring maximum operating efficiency in any weather.

\*The engine in the 124- and 132-inch Buicks develops 90 horsepower, and that in the 118-inch Buicks 60½ horsepower.

### THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.  
 33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

## THE New BUICK

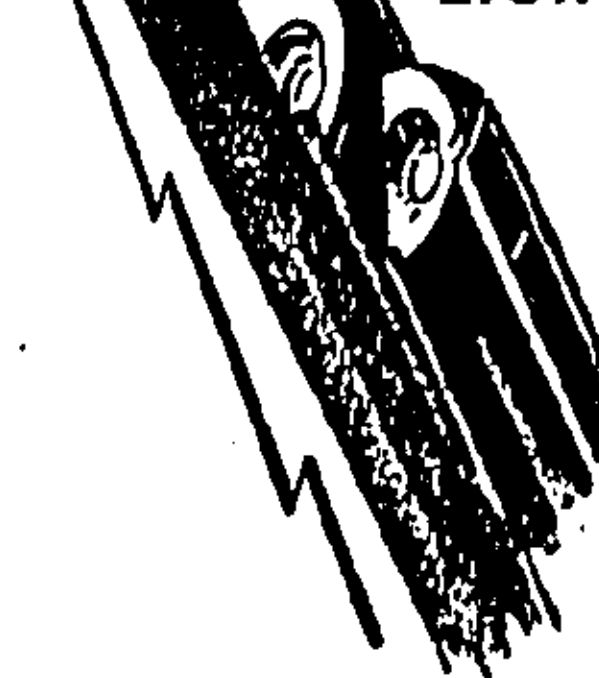
WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

### MARMON

FOR 1930

### FOUR GREAT

STRAIGHT EIGHTS



### IN FOUR GREAT PRICE FIELDS

Sole Distributors:  
 THE ORIENTAL MOTOR CAR CO.  
 Tel. C. 406.



HONG KONG \$ DIRECTORY  
NOW ON SALE AT:  
WHITEWAY, LAIDLAW & CO., LTD.  
HONG KONG FERRY WHARF STORE.  
LOWER PEAK TRAM STATION STORE.  
EXCELSIOR BOOK STORE, D'Aguiar St.  
LEE YEE, D'Aguiar St.

# Hongkong Sunday Herald.

號六月四年十三百九千一英 HONG KONG, SUNDAY, APRIL 6, 1930. 八初月三年午庚 國民華中

"OVERLAND CHINA MAIL"  
SEND IT HOME!  
THE WEEK'S NEWS  
ILLUSTRATED.  
25 cts. 25 cts.

## "A GREAT JUDGE."

(Continued from Page 1.)

which he himself was to found. Sir Henry Gollan acted in that responsible and difficult position with wonderful success, winning the admiration and affection of both the staff and the students. So highly valued was his service, that at the last Congregation the University conferred on him the Honorary Degree of Doctor of Laws.

### Sense of the Law.

Gentlemen, Sir Henry Gollan did not stay long in his private secretaryship. The Law, though sometimes "a hazz," had the sense not to let Sir Henry slip out of her clutches. For less than a year after that appointment he became Attorney-General of Northern Nigeria, passing on, the next year, to the Chief Justiceship of that Colony; and three years later becoming, successively, Chief Justice of Trinidad and of Ceylon where he received a knighthood from His Majesty the King. In 1924 he was promoted to be the Chief Justice of Hong Kong.

Since his advent to this Colony, Sir Henry Gollan has won the high respect and admiration of all classes of the community. A sound lawyer, as he is invariably and unanimously so acclaimed by the local Bar, the public have always felt instinctively that their Chief Justice was one who not only would administer the law aright, but was also a big enough man to see beyond the letter of the law to those great principles of equity on which the law rests. But Sir Henry has been more than a great Chief Justice; he is a great gentleman. He is genial and witty, modest and courteous, sympathetic and kindly. To sit near him at dinner is a feast in itself. To hear him speak at dinner parties, concerts, prize-givings and public lectures is an intellectual delight; for it is on such occasions that he gives full play to his lambent wit and gentle humour.

### Modesty!

I have just referred to Sir Henry's modesty. So modest was he that when I asked him to give me some material for the speech which I am now making, he sent me under cover of a courteous and kind letter a half-sheet of notepaper on which were written a few lines which told me no more than the fact that Sir Henry had been serving on the legal side of His Majesty's Civil Service. But for the assistance of that friend-in-need, Mr. Hornell, in repairing the omissions, I would have given up the job in despair. Of course, if I had the wit of Sir Henry Gollan, I might have been able to make up an effective discourse with the flimsy material he furnished me. But it is given to few to have Sir Henry's gift in that direction. He can be witty, brief, or briefly witty. Let me tell you a story by way of illustration. About three months ago the Council of the Boy Scouts Association gave a dinner in honour of their Commissioner, the Rev. G. T. Waldegrave, before he went home on long leave. After the official speeches, someone at the end of the table sent over to me a slip of paper on which were scrawled in pencil the words: "Please ask Sir Henry to address us on the why and wherefore of this dinner." With anticipatory pleasure and some wonderment as to what would be coming, I passed the slip on to Sir Henry who, without any hesitation, and with a twinkle in his eye, got up and said: "Did he make a long speech pregnant with wisdom and composed of polished periods and eloquent passages? No. All that he said was comprehended in eleven words. They are these: 'Gentlemen, the 'Why' is Mr. Waldegrave, the 'Wherefore' is this dinner.' And then he sat down. I assure you, gentlemen, these few brief words so cleverly let fall on the spur of the moment had an effect greater than many a carefully prepared address. It was an admirable example to show that brevity is the sole excuse for after-dinner speaking. Such, then, is the man whom we are proud and delighted to honour this evening.

Gentlemen, I now give you the toast of Sir Henry Gollan—a great judge, a splendid companion, and, withal, a kindly and courteous gentleman. May he pass on now to that comfort and serenity which his long and distinguished service to the Crown has so well earned for him.

## Chief Justice Replies.

Responding to the toast, Sir Henry Gollan thanked Dr. Kotewall for his flattering references, and wittily remarked that he had often wondered what it would be like to read one's obituary notice. Now that Dr. Kotewall had spoken, however, he had some idea of the feeling of satisfaction that must arise. (Laughter). He had always had great respect for the intelligence of Dr. Kotewall—(hear hear)—but now he realised that his heart was greater than his brain. (Laughter).

Sir Henry recalled the earlier years of his service in Nigeria and said that when he first entered the Colonial service in Hong Kong the conditions were somewhat primitive. For instance, he remembered that once when he wrote a letter he had to explain to the recipient that there were no stamps available. (Laughter). That, he would hasten to explain, was because the roads were too bad to go out and buy them.

Fairness and Intelligence. He could say, however, that he was thankful that he ever came to this delightful and interesting Colony. (Hear, hear). His life in Hong Kong had been particularly happy, and he would like to express the gratitude he felt towards those who had helped him in what he considered to be his great life work—the administration of the criminal law. Sir Henry said that he wished also to express his appreciation of the fairness and intelligence which had been shown during all the years that he had been in the Colony by the members of the Bar.

It would be a dull life that consisted only of work, and he was pleased to find that Hong Kong supplied a variety of interests both for the mind and the body. There was that in the life of Hong Kong to satisfy all kinds and conditions of men. Once he always believed that a part, however prosperous, must be necessarily ugly, and when he first heard that he was to come to Hong Kong he thought that his opinion would be justified. Having lived here, however, all he could say was that the people of Hong Kong seemed to be in a conspiracy of silence for here was a place of beauty—"where every prospect pleases, and only the motor car (sic) is vile." (Hear, hear).

Soldiers Not Orators. The Hon. Dr. S. W. Tse, in a few well-chosen words, then proposed the toast of "The Other Guests," to which Major-General J. W. Sandilands, responded. He remarked amid laughter that the poor soldier could never hope to compete so far as oratory was concerned with the brilliant judge. He always had a great admiration of men who spent the greater part of their lives in a British Colony, and Sir Henry was no exception. He himself had always been received with courtesy and kindness by the European and Chinese communities, and had many friends. He hoped to make many more. (Applause). He hoped, also, that the day was not far off when they would be able to do the same honour to the Chinese in return.

## A NEW HOTEL.

### "Airlie" Opened in Kowloon.

The new Airlie Hotel, recently opened in Kowloon, the *Sunday Herald* learns, is under European management, and caters especially for those guests who may require the maximum of courteous and efficient service, together with quiet and homelike surroundings. The hotel, which is located in Nathan Road, has 35 airy rooms which are to be let singly or as apartments. The hotel is only 3 minutes from the Star Ferry, and special attention is given to the cuisine.

Mr. J. C. Rodrigues, well-known in the local hotel business as "Reddy," has joined the Airlie Hotel staff. Mr. Rodrigues was reception clerk at the Peninsula Hotel previously, having been there since the building was opened to the public.

Mr. Ogilvie is proprietor of the new hotel, and announces that the terms will be quite moderate, and every effort will be made at all times to study the comfort and interests of guests.

## EXPENSIVE OUTING.

### Repulse Bay Resident's Experience.

In a report made to the Water Police Station by telephone, last night, a Bay Hotel stated that whilst on a visit to Kowloon City yesterday afternoon he lost his wallet, which contained \$40 in gold currency, and a letter of credit issued by the Central Hanover Trust Company of New York covering the amount of \$7,500 gold.

Gentlemen, I now give you the toast of Sir Henry Gollan—a great judge, a splendid companion, and, withal, a kindly and courteous gentleman. May he pass on now to that comfort and serenity which his long and distinguished service to the Crown has so well earned for him.

## "LIGHTS OUT."

### Another Junk Master In Trouble.

#### COLLISION SEQUEL.

Charged before Comdr. J. B. Nowill, D.S.O., at the Marine Court yesterday, Wong Kiu-yau pleaded "not guilty" to the charge of having no lights on his junk at the time of the collision with the s.s. Kwong Sai off Shokwan.

It will be recalled that the accident took place on March 31 at about 10.15 p.m. and was duly reported in the *China Mail* on April 1. Five men and four women were rescued from the junk when it capsized. The master was taken on board and brought to Hong Kong.

Capt. J. Aceck, master of the s.s. Kwong Sai, in evidence, said that he was in charge of the ship from the time it left Canton until it was within two miles of Sampan Chow at 8.10 p.m. He was then relieved by the mate, but remained on the bridge until 9 p.m. He then went down below only to be aroused by the shout "Hard a port." He rushed on deck, but the impact had occurred before he could gain the bridge. Capt. Aceck then returned to his cabin for a jacket and an electric torch. The junk was well illuminated by the glare of four search torches from the Kwong Sai. He noticed that there were no lights and he was not able to discern anything that bore any resemblance to one. He added that the master of the junk had said that it was a fishing junk, but he could not detect any fish or even the usual strong odour of fish.

A. H. M. Brown, the Chief Officer of the Kwong Sai said that whilst on duty at 10.10 p.m. he saw two blurred points on the starboard bow about two hundred feet away. As the boat swung round, a piece of paper was lit on board the junk; this providing the first light seen. The pilot of the river boat said that there was no light showing on board. The Quartermaster knew that the collision occurred at 10.14 p.m. but had no idea on which day this happened.

Defendant said that he was fishing in the bay and was run down by the steamer at 10.15 p.m. He had lights both fore and aft, but that they went out after the collision. He added that he saw the lights of a ship about 100 changes away (a change is equal to 11 feet 9 inches), but no signal was given. He had his lights lit immediately after sunset, and had changed the lamp at 9 p.m. The next change was due at midnight.

Captain Aceck: Was there a junk nearby, fishing? Defendant: Yes.

Captain Aceck: There were no lights in sight with the exception of those on a Butterfield and Swire boat coming up.

Defendant: I did not see the steamer, but saw a junk on the west side.

Leung Yung, master of fishing junk No. 104, giving evidence said that he was behind the defendant's junk on the starboard side at the time of the accident. He said that there were lights on the junk and that the Kwong Sai did not give any junk signals. Asked why he did not attempt to rescue his friend, witness said that the tide was against such an act.

Comdr. Nowill said that each junk must carry two lights, one at the main mast and the other at the stern not more than six feet high. On his own evidence, defendant was guilty of not having regulation lights.

Defendant was fined \$15 or fifteen days imprisonment.

#### COLLISION YESTERDAY.

Fuk Tai Shing, master of a cargo junk, yesterday evening reported in the Water Police Station the circumstances of a collision in the harbour. He stated that at about 5.30 p.m., while in the Southern Fairway, and about 250 yards from the Ho I On Wharf, the river steamer Ko Chow in leaving her wharf, collided with the junk striking her amidships.

Later, the junk was towed to the Yuen On Wharf where she sank. There was no loss of life nor of any cargo on the junk.

One case of small-pox and two of diphtheria were reported to the Medical Officer of Health on Friday.

## CHINA'S STRIFE.

### Marshal Yen's New Armies.

#### OBEDIENCE ESSENTIAL.

Shanghai, Last night. Messrs. Chan Kung-pok and Wong Yat-kun, whilst guests of Marshal Yen Hsi-shan at a special dinner, urged him immediately to establish a new Government. Representatives of various parties who were present concurred with the views of Messrs. Chan and Wong, but Marshal Yen has not yet decided. He is concentrating at present on a strategic movement. He intended to mobilise an army named "United Army," but finding a difficulty in placing it under the control of a single person, he has therefore reorganised the troops under the name of "China Armies," dividing them into four main bodies. Two of these are under Marshal Peng's orders and the rest under Marshal Yen. There are about 400,000 men under Marshal Peng's command with the addition of General See Yuen-tse troops.

Concerning the affairs of the Kuomintang Marshal Yen suggested that these should be decided by the opinion of the great majority. Moreover, military men should only observe the rule of obedience and should not interfere with the politics of the Kuomintang. Wah Taz Yat Po.

Things That Matter  
To-day's Diary  
Fifth Sunday in Lent.  
Sailors and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.  
Tee Dance, Repulse Bay Hotel, 4.30 p.m.  
Queen's Theatre—"The Cock-eyed World."  
Star Theatre—"Tempest."  
World Theatre—Harold Lloyd Programme.  
Majestic Theatre—"What Every Girl Should Know."  
Whiteway Circus, Praya East, 4 p.m. and 9.15 p.m.  
Fanning Hunt and Race Club Drag-Hounds, the Kennels, 7.30 a.m.  
Tennis—K. F. C. Mixed Doubles American Tournament, 10.30 a.m.  
Tides.—High, 2.11 p.m.; Low, 11.12 a.m.  
Lighting-up Time—6.40 p.m.  
Home Mails.  
Inward from Australia and ports (Nellore).  
The Weather  
To-day's weather forecast from the Royal Observatory, states:—  
Weak anti-cyclonic areas cover central Japan and the lower Yangtze valley. Depressions remain over Indo-China and the Loochoos.  
Local Forecast.—E. winds; moderate; generally overcast with mist or fog; probably some rain.

The Dollar  
Yesterday's closing rate for the dollar on demand was 1/6-1/16.

AT THE K.C.C.  
Smoker and Sports Prize Distribution  
ENJOYABLE EVENING.

An enjoyable smoking concert was held at the Kowloon Cricket Club last night, in the course of which cricket, tennis, and bowls prizes, won by members during the past season were distributed as under:—  
Cricket, 1st XI.—Bowling, F. Goodwin; Batting, W. Brace. 2nd XI.—Bowling and Batting, G. Lee.  
Tennis, Championship Singles.—Winner, E. C. Fincher, runner-up: R. F. Fincher. Singles "A".—Winner: A. E. Guest, runner-up: S. E. Green. Singles "B".—Winner: F. Hamby, runner-up: Wilson Brown. Handicap Doubles.—Winners: E. C. and E. F. Fincher, runners-up: S. E. Green and T. Lay. Mixed Doubles.—Winners: Miss E. Le and F. Crose, runners-up: Mrs. McCaw and T. Lay.

Lawn Bowls, President Cup (1929-30 Championship).—Winners: J. Fraser, runner-up: H. Hampton, Norton Cup.—Winners: W. Webb, runner-up: A. C. Burford. Club Handicap.—Winners: H. Hampton, runner-up: A. Hyde Lay. Doubles Handicap.—Winners: A. C. Burford and A. Hyde Lay. Extra Abraham Championship Cup.—Winner: J. Gibson, runner-up: H. Giffins. Non-Prize Winners' Handicap.—Winner: A. C. Burford, runner-up: W. Webb.

## HAVE YOU WON?

### Lucky Numbers in Cash Sweeps

#### YESTERDAY'S DRAWINGS

Cash sweeps at the Jockey Club's third extra race meeting held yesterday resulted as follows:—

Race I.  
No. 464 \$1,325.80  
" 246 378.80  
" 104 189.40  
Unplaced runners (\$50 each), Nos.—279, 518, 172, 556, 247, 344, 416.

Race II.  
No. 336 \$1,534.40  
" 643 438.40  
" 69 219.20  
Unplaced runners (\$50 each), Nos.—311, 458, 61, 96, 352, 624, 169, 318.

Race III.  
No. 310 \$1,841.00  
" 638 394.50  
" 611 394.50  
Unplaced runners (\$50 each), Nos.—601, 606, 23, 491, 364, 279, 635.

Race IV.  
No. 250 \$3,998.40  
" 16 1,142.40  
" 60 571.20  
Unplaced runners (\$100 each), Nos.—452, 523.

Race V.  
No. 728 \$2,466.80  
" 923 704.80  
" 546 352.40  
Unplaced runners (\$50 each), Nos.—426, 272, 637, 325.

Race VI.  
No. 2 \$2,441.60  
" 26 697.60  
" 859 348.80  
Unplaced runners (\$50 each), Nos. 702, 897.

Race VII.  
No. 232 \$2,205  
" 474 630  
" 227 315  
Unplaced runners (\$50 each), Nos. 731, 848, 853, 547, 597, 805, 318.

Race VIII.  
No. 135 \$2,312.80  
" 548 687.60  
" 767 318.80  
Unplaced runners (\$50 each), Nos. 766, 845, 68, 197, 730, 423.

Race IX.  
No. 646 \$2,312.80  
" 3 650.80  
" 379 330.40  
Unplaced runners (\$50 each), Nos. 137, 665, 513, 470.

Race X.  
No. 548 \$2,339.40  
" 923 558.40  
" 875 334.20  
Unplaced runners (\$50 each), Nos. 418, 134, 63, 407, 292, 96, 933.

H.K. Jockey Club Cash Sweep Drawing of Ponies.  
Race I.—April Stakes.  
Ticket No. 247 draws Pony No. 5.  
" 344 " " 7  
" 464 " " 8  
" 172 " " 4  
" 104 " " 10  
" 556 " " 10  
" 246 " " 1  
" 279 " " 3  
" 518 " " 9

Race II.—Bona Vista Handicap: "A" Class.  
Ticket No. 458 draws Pony No. 8.  
" 624 " " 10  
" 318 " " 11  
" 61 " " 4  
" 613 " " 5  
" 352 " " 6  
" 69 " " 2  
" 159 " " 6  
" 338 " " 7  
" 56 " " 9

Race III.—Morrison Hill Handicap: "B" Class.  
Ticket No. 601 draws Pony No. 1.  
" 23 " " 2  
" 270 " " 4  
" 310 " " 8  
" 364 " " 3  
" 606 " " 7  
" 491 " " 5  
" 635 " " 6  
" 633 " " 6

Race IV.—Second Aggregate Stakes.  
Ticket No. 623 draws Pony No. 5.  
" 250 " " 2  
" 80 " " 4  
" 462 " " 1  
" 15 " " 3

Race V.—Kellett Handicap: "A" Class.  
Ticket No. 637 draws Pony No. 3.  
" 426 " " 1  
" 328 " " 0  
" 623 " " 5  
" 724 " " 4  
" 646 " " 7  
" 272 " " 2

Race VI.—D'Aguiar Plate.  
Ticket No. 697 draws Pony No. 5.  
" 850 " " 1  
" 20 " " 2  
" 2 " " 3  
" 702 " " 3  
(Continued on foot of next column)

## PRESIDENT HALL ROMPS HOME.

(Continued from Page 5.)

Retsul's Orlando 156 lb. ....  
(Mr. S. Y. Liang) 0  
Fung & Tang's Town Hall  
160 lb. .... (Mr. Frost) 0  
Won by 2 lengths; 3 lengths.  
Time: 2 mins. 40 secs.  
Parl-mutuel, winner \$11.60;  
places, 1st \$6.90; 2nd \$9.40; 3rd \$24.40.

Grand Tattoo Eve 770 1,070  
Town Hall 459 732  
Orlando 350 447  
Plecy 218 485  
Imperial Hall 109 311  
Campbell 38 119  
Huntington 31 110

Campbell showed up promisingly for the first half of the race, but was passed then by Plecy, who in turn had to yield the lead to Grand Tattoo Eve. The latter pony always seemed to have the race well in hand, and Mr. da Rosa scored yet another win—his fourth of the day by two lengths. The winner was strongly backed, and justified the public's confidence.

10.—Bona Vista Handicap: "C" Class: One Mile.—For Subscription Gifted of this Club of any season. Winner of more than five Races at any time, barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Chow & Chaw's Happy Day 147 lb. .... (Mr. Harriman) 1  
D. A. Cave's Movanager 155 lb. .... (Mr. Cave) 2  
Ho Kom-tong's Chess Hall 150 lb. .... (Mr. da Rosa) 3  
K. H. Kay's Osiris 163 lb. .... (Mr. Reidy) 4

Y. T. Fung's Arabian Sea 150 lb. .... (Mr. Backhouse) 0  
D. L. Newbigging's Dark Eyes 159 lb. .... (Mr. Newbigging) 0  
Mo's Inca 162 lb. .... (Mr. Charles) 0

Wong & Tang's Mountain Oak 151 lb. .... (Mr. Frost) 0  
J. J. Bato's Siamose Shop 150 lb. .... (Mr. Soares) 0  
Rama's The Dodo 148 lb. .... (Mr. Bulteel) 0

Won by 2 lengths, 3 lengths. Time: 2 mins. 12.2/5 secs. Parl-mutuel, winner \$25.60; places, 1st \$8.40; 2nd \$50.90; 3rd \$8.20.

Chess Hall 374 658  
Happy Day 308 604  
Osiris 288 346  
Mountain Oak 145 304  
Siamose Shop 231 310  
The Dodo 105 186  
Inca 125 175  
Arabian Sea 60 127  
Dark Eyes 94 96  
Movanager 22 46

Happy Day, who was fairly well fancied, annexed the last race, in the gathering gloom. Mr. Harriman waited on the field very skillfully, and brought home the winner in fine style. Movanager caused a mild sensation by turning in a dividend of \$50.00 for a place.

Successful Jockeys.  
The following is a list of the successful jockeys at yesterday's Extra Meeting:—  
Mr. G.-U. da Rosa 4 2 2  
" G. Harriman 2 1 1  
" L. G. Frost 1 1 1  
" W. F. Stenley 1 1 1  
" R. H. Charles 1 1 1  
" Bulteel 2 1 1  
" D. L. Newbigging 1 1 1  
" D. A. Cave 1 1 1  
" Soares 1 1 1  
" Dr. Macgown 1 1 1

Race VII.—Bona Vista Handicap: "B" Class.  
Ticket No. 623 draws Pony No. 3.  
" 848 " " 9  
" 282 " " 8  
" 547 " " 10  
" 361 " " 5  
" 474 " " 6  
" 697 " " 4  
" 318 " " 7

Race VIII.—Morrison Hill Handicap: "A" Class.  
Ticket No. 423 draws Pony No. 8.  
" 137 " " 6  
" 648 " " 9  
" 730 " " 7  
" 69 " " 5  
" 706 " " 1  
" 343 " " 3  
" 135 " " 2

Race IX.—Kellett Handicap: "B" Class.  
Ticket No. 379 draws Pony No. 0.  
" 3 " " 7  
" 127 " " 1  
" 644 " " 5  
" 613 " " 3  
" 470 " " 4  
" 565 " " 2

Race X.—Bona Vista Handicap: "C" Class.  
Ticket No. 134 draws Pony No. 2.  
" 648 " " 9  
" 418 " " 1  
" 63 " " 3  
" 633 " " 10  
" 292 " " 6  
" 407 " " 4  
" 675 " " 4  
" 923 " " 7

The officials for the meeting were: Patron: H.E. the Officer Administering The Government (Hon. Mr. W. T. Southern, C.M.G.). Honorary Stewards: H.E. Vice-Admiral Sir A. K. Walsell, K.C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill, C.B.E.

Stewards: Mr. C. G. S. Mackle (Chairman), Mr. R. M. Dyer, Mr. Y. M. Grayburn, Mr. J. J. Paterson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.

In charge of the Scales: Mr. R. M. Dyer. Clerk of the Course: Mr. T. E. Pearce. Judge: Mr. P. Tester. Assistant Judge: Mr. P. M. Hodgson. Starter: Major F. R. Roche Kelly. Second Starter: Mr. S. A. Sloan. In charge of Paddock: Mr. H. B. L. Dowling.

Handicapper: Mr. C. M. S. Alves. Timekeeper: Mr. A. E. S. Alves. Honorary Surgeon: Dr. J. G. Macgown. Honorary Veterinary Surgeons: Major F. R. Roche Kelly, Mr. L. Reidy. Official Measurer: Mr. D. L. McWhirter, B.Sc., M.R.C.V.S. Secretary: Mr. C. B. Brown. Treasurers: Messrs. Linstead & Davis.

Band Programme.  
The Band of the 1st Battalion, Somerset Light Infantry (Prince Albert's), by kind permission of Lt. Col. C. H. Little, D.S.O., played the following programme of music:—  
March, Military Band.  
Overture, Pique Dame.—Suppe.  
Selection, The House That Jack Built.—Novello.

Two Pieces: (a) Les Millions D'Arlequins.—Drigo, and (b) Minuet in Bb.—Boccherini.  
Selection, Dear Love.—Jack Waller and Three Irish Dances.—Ansell.  
Selection, Les Cloches des Cornville.—Planquette.  
Fox Trot, Come on Baby.—Fuller.  
Waltz, Roses from the South.—Strauss.

Selection, Follow Through.—Henderson. Regimental March: Prince Albert. God Save the King. Conductor: Mr. E. J. Woolcott.

## "JOURNEY'S END."

### Salisbury's Company to Visit Hong Kong.

Mr. R. B. Salisbury's popular Company will open their short season at the Star Theatre Kowloon on Friday, April 11 with R. C. Sheriff's famous play, "Journey's End." Booking is now open at Moutrie's and the Star Theatre, and intending patrons are advised to book early.

From reports from India, the Straits, and Ceylon, the presentation of this world-famed play by Mr. Salisbury's Company is one of the finest pieces of acting seen out East. It cannot be wondered at, when the cast (which was specially selected out of many hundreds of applicants) was trained for five weeks in the Prince of Wales's Theatre, London, by the original producer, Mr. Tom Warner, who spent many patient and weary hours to make this production as near as possible to Mr. Sheriff's interpretation of the play.

THESE WOMEN!  
Domestic Troubles in Kowloon.

A Chinese foreman of the P.W.D. was charged before Mr. T. S. Whyte-Smith at Kowloon Magistrate's yesterday with assaulting his wife. Sergeant Feely intimated that there was another woman in the case, and both parties were to attend the Magistrate for Chinese Affairs with a view to a settlement.

The case was remanded for a week.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Russia arrived at Manila on April 3 (Thurs.) at 8 a.m., left Manila on April 4 (Fri.) at 4 p.m., and is due at Hong Kong to-day (Sun.) at 8 a.m.

The R.M.S. Empress of Asia left Vancouver for Hong Kong, via Japan ports and Shanghai, on March 29 and is due here on April 17. She will sail for Manila at 5 p.m. on April 18.

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